

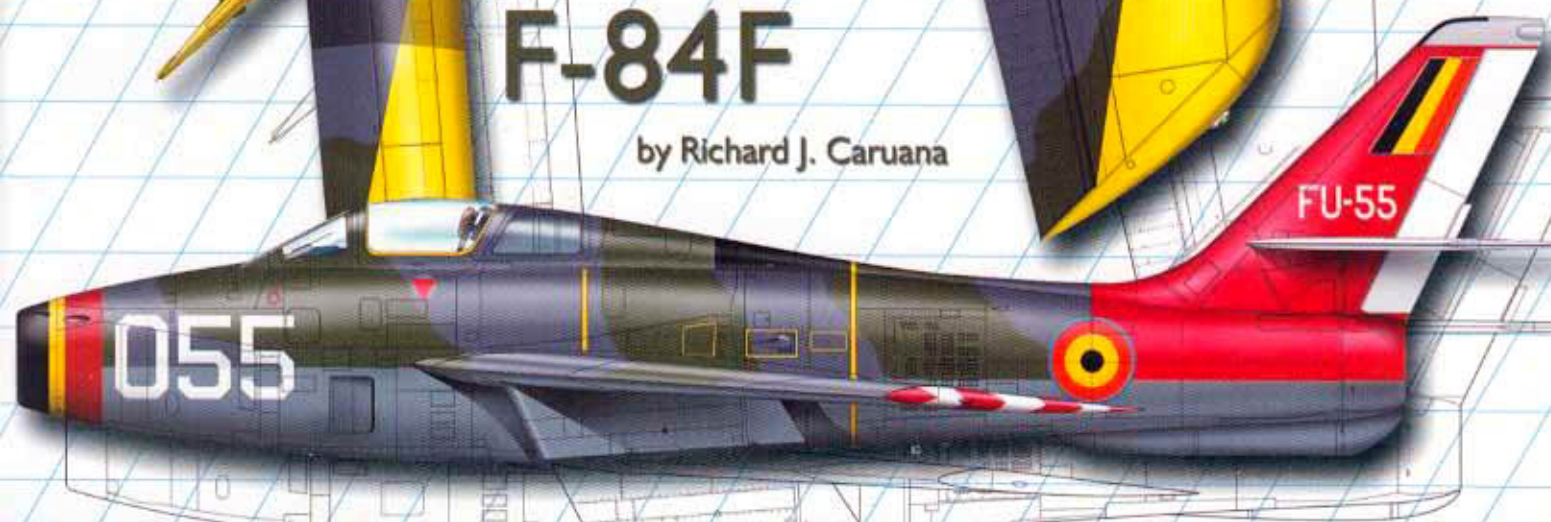
Scale AVIATION Modeller International

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Focke-Wulf Fw 189 V6
Messerschmitt Me 262A-2a
Convair B-58A Hustler
Bristol Freighter
Albatros D.V

Republic F-84F

by Richard J. Caruana



FU-55

LATEST NEWS • PREVIEWS • REVIEWS • ACCESSORIES • DECALS



Morane Type L

Scale: 1/72nd
Kit No: 72-029
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin, Etched Brass & Vac-formed Clear Plastic
Components: Resin 27, Etched 24, Clear 1
Decal Options: 2
Manufacturer: Ardpol
Obtain in UK via: Contact Aeroclub for price and availability



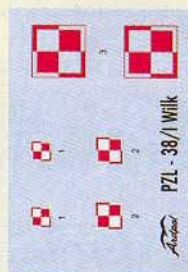
Polikarpov I-152 [I-15bis]

Scale: 1/48th
Kit No: 454
Price: £22.50
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited Run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear Plastic
Components: Plastic 44 (Dark Grey), Resin 10, Etched 2, Clear 2
Decal Options: 4
Manufacturer: Classic Airframes
UK Importer: Hannants



PZL 38/I Wilk

Scale: 1/72nd
Kit No: 72-030
Price: £TBA
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Production: Limited
Type: Resin & Vac-formed Clear Plastic
Components: Resin 51, Clear 3
Decal Options: 1
Manufacturer: Ardpol
Obtain in UK via: Contact Aeroclub for price and availability



English Electric Canberra B Mk 2

Scale: 1/48th
Kit No: K451
Price: £44.50
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic, Vac-formed Plastic, Resin & White-Metal
Components: Plastic (Inj) 35, (Vac) 6, Resin 6, Metal 86, Clear (Vac) 6
Decal Options: 2
Manufacturer & Distributor: Aeroclub



Polikarpov I-152 [I-15bis] with skis

Scale: 1/48th
Kit No: 455
Price: £25.70
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited Run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear Plastic
Components: Plastic 44 (Dark Grey), Resin 12, Etched 2, Clear 2
Decal Options: 7 (5x Finnish & 2x Russian)
Manufacturer: Classic Airframes
UK Importer: Hannants



Sikorsky MH-60L Black Hawk

Scale: 1/48th
Kit No: 04458 Price: £14.99
Origin: Italeri (Italy)
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Components: Plastic 174 (Green), Clear 17
Decal Options: 2
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)



Aeromarine 39B 'Float Version'

Scale: 1/72nd
Kit No: 72-028 Price: £TBA
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Production: Limited
Type: Resin, Etched Brass & Vac-formed Clear Plastic
Components: Resin 60, Etched 31, Clear 2
Decal Options: 1
Manufacturer: Ardpol
Obtain in UK via: Contact Aeroclub for price and availability



Savoia-Marchetti SM.87

Scale: 1/72nd
Kit No: MS-83
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Injection Moulded & Vac-formed Plastic
Components: Plastic 60 (Inj), 25 (Vac), Clear 20
Decal Options: N/A
Manufacturer: Broplan
Available in the UK via: Aeroclub



PZL P.11c (with bombs)

Scale: 1/48th
Kit No: 48102 Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 50 (Grey), Etched 38, Resin 5, Clear 1
Decal Options: 2
Manufacturer: Mirage Hobby
UK Distributor: Hannants



reviews



Albatros D.III

Technical Data

Scale: 1/72nd
Kit No: 012
Price: £6.49
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Decal Options: 12
Manufacturer: Roden
UK Importer: Pocketbond Ltd



The Kit

Roden produce this kit in their usual side-opening box, featuring nice artwork of the type in action together with a potted history of the aircraft and of the pilot depicted on the artwork, in this case Austro-Hungarian ace Jozsef Kiss.

On opening the box you will find all the parts and the instructions enclosed in a poly bag. The parts themselves are well moulded in a light grey plastic but a few have a fair amount of thick flash that will need to be trimmed carefully.

There are some very fine detail parts in this kit, in particular the engine which is a little gem, it's just a shame that it's almost covered up completely by the time you place it in the fuselage.

One of the most outstanding areas of this kit is the comprehensive decal sheet which covers no less than twelve different marking options.

Instructions

The instructions are the usual A5 folded booklet type, with a short history of the aircraft (in this case a version of the Albatross D.III built under license by Oeffag in Austria/Hungary).

The diagrams are of the exploded type showing construction in stages together with colour references, but only Humbrol seem to be represented. The construction follows nine basic stages, with the rest of the booklet given over to the numerous marking options. Curiously, no rigging diagrams are given. Not very helpful!

Construction

Construction on this kit starts with the engine, and what a little beauty it is too! As I mentioned before, it is a

shame to cover it up with the fuselage halves. You have various alternative engine parts, but these are all marked not for use.

The cockpit is a simple affair, with only a seat and controls represented, no instruments, although there is some nice sidewall detail. Be careful to align the fuselage halves at this stage as there are no locating pins to help you.

On to the wings; these are very nicely done with the top wings having a beautifully shaped trailing edge. My only criticism of these is that for some reason Roden have moulded the centre radiator section as a separate piece to allow different versions to be used (none for use on this kit), resulting in a three-piece upper wing with butt joints. Surely it would have been better to mould the wing as one piece and have separate radiator mouldings? That aside, it looks nice when it is done, providing you glue and sand down carefully.

There are various alternative parts on the sprues, such as rudder and aileron sections, and a different nose section with spinner rather than the solid nose used on this version. I suspect these are for the early version of the 153 Oeffag series, and could be used with a little reference to construct this variant.

As I mentioned earlier, there are no rigging diagrams to assist you, and because my reference on this type is limited, I have decided not to add any wires.

In the area where the upper decking meets the fuselage I found it necessary to add a little filler to the joint. I tried using type correction fluid, such as 'Tipp-ex'. This works quite well for small areas and sands down to a very smooth finish.

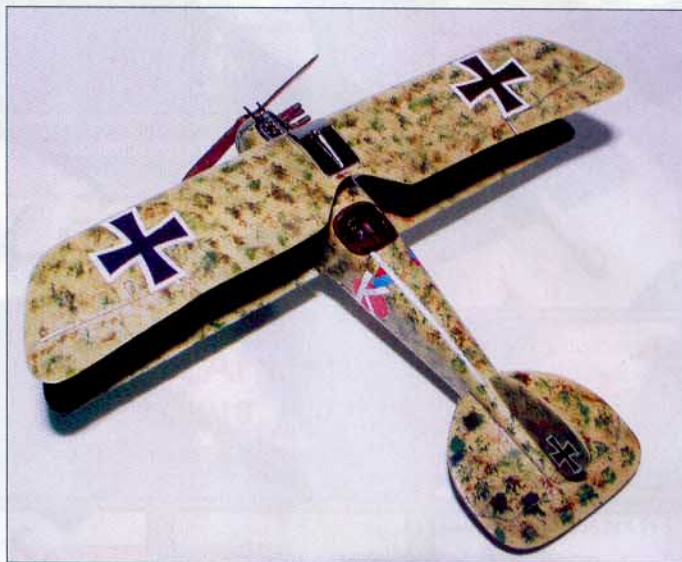
Colour Schemes

There are three main types of scheme included in the instructions.

You have the choice of an all scarlet version with skulls, a natural wood and fabric version in various markings, and several versions in the colours I have chosen, 'summer camouflage'.

This, according to the instructions, involves grey-green, dark green, and brown mottles daubed onto the fabric.

Having sprayed the plane overall in a tan colour, I set about dabbing the various colours on with a brush. It doesn't look too bad, but I feel I could do with some more practice for this technique!



Decals

The decal sheet is quite amazing! I do not remember ever seeing so many options on display. I decided to stick with the option depicted on the box art, that is the aircraft of Jozsef Kiss, with its distinctive and colourful 'K' motif.

The decals themselves are in perfect register and extremely well printed, with very little excess carrier film. They settled down well without the need for setting solutions, and as a bonus, you get a nice amount left over for the spares box.

Decal Rating = 10/10.

Accuracy

This is a good looking little kit, and looks in proportion to my other kits in this scale. I could not seem to find

any sizes in my reference but everything looks right for the scale.

Conclusion/Recommendation

Well this certainly is a great little kit. Roden have done a grand job of representing this aircraft and the wealth of spares and options is very welcome. I still have some reservations about the three-piece join in the upper wing, but apart from that this is a simple kit to construct with no real problems and could easily be tackled by anyone with a little experience. I really enjoyed this kit and can definitely recommend it.

My thanks to Pocketbond Ltd for the review sample.

Wayne Harris



Technical Data

Scale: 1/48th
 Kit No: 02802
 Price: £14.99
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Type: Injection Moulded Plastic
 Decal Options: 1
 Manufacturer: Trumpeter
 UK Importer: Pocketbond Ltd



The Kit

First of all let's clear up two things. First, this is not a 'new' kit as it originates from a 1999 tooling and secondly the Harbin Z-9 does look a lot like a Eurocopter AS 365 Dauphin 2 because it is a license copy of it!

The kit itself comes in the large flat box we associate with the 'MiniHobbyModels' brand we have seen on some older Trumpeter kits, e.g. their Mil Mi-24 Hind. Inside are two light grey sprues and one clear one. Many of the parts on these sprues are not required in this version, being related to the recently released Dauphin 2 kit. The decal sheet is small but beautifully printed and looks very glossy.

Construction

The first job is to assemble the interior and here is where the first error is apparent. Either the Z-9 has a very small interior fit, or the cockpit parts in this kit are way underscale! I certainly think the latter is the case as the seats etc are so small as to be almost invisible once inside the fuselage and the glass has been installed. Also this interior is very 'civil' in guise with none of the military equipment (e.g. cabin-mounted IR sight) that you would associate with an attack helicopter.

Having built up the under-size interior I set about building up the fuselage halves with it trapped inside. Be warned that the cabin windows (F1, 2, 3 & 4) do not fit at all well and some modification to the vertical beams (B7 & 10) will also be necessary. The upper engine assembly (stage 3) goes together well, but once installed on the fuselage you will see that there is quite a large gap all around that needs attention. Fitting the forward windscreen sections (F5 & 6) was a nightmare, as they fit where they touched, and did not touch often! I tried various 'tweaks' but got little further, so I left it for a while and moved on to the rotor assembly.

This is no real problem and just needs careful painting to look good, the blades even have a natural 'droop' set into them.

Stage 6 deals with the fitment of the ventral panel - oh dear another dreadful fit! If I had known I think I would have fitted this earlier in the assembly and done loads of dry runs to get a good fit. As it was it was too late now and I resorted to filler and sanding which removed all the engraved panel lines! The tail bumper (D9) is far too weak, leave it off till last or, like me, loose it forever! All the smaller details and the cabin-mounted IR sight were left off until after painting and decaling was completed.

The kit comes with anti-tank missiles and the Harbin Z-9 can carry either Hongjian 8A or 8B missiles on either side of the fuselage. Both of these types are identical and those in the kit look the part although no stencils are included and this makes them look very 'bland'. Don't glue these missiles in place, just press them onto the mounts once the model is complete, that way they don't get knocked off, just moved about.

Accuracy

The real Z-9 has a rotor diameter of 39ft 2in (11.93m) and a maximum height of 11ft 6.5in (3.52m). With the rotor spinning the maximum length is 44ft 10.5in (13.68m). Technical data comes from the 1999/2000 edition of Brassey's World Aircraft & Systems Directory. In 1/48th scale these dimensions would equate to 249mm, 74.5mm and 285mm approximately. The kit

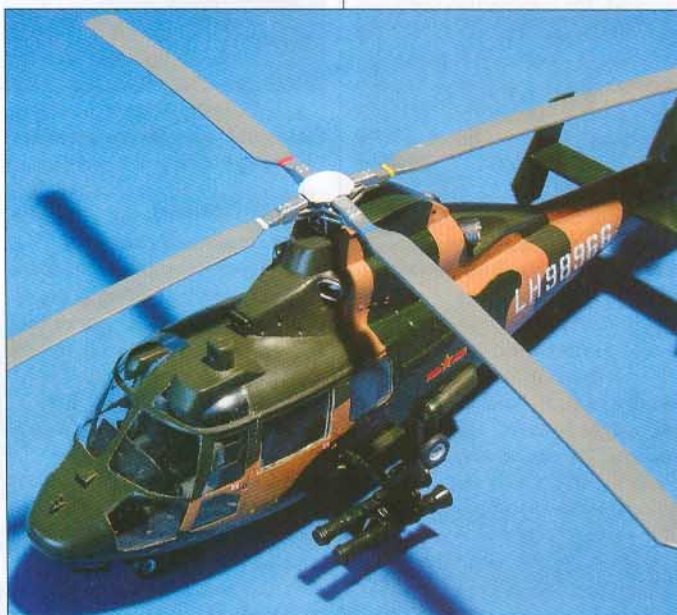
has a rotor diameter of 38ft 9in, a height of 12ft 6in and a maximum length of 44ft 10in. Overall this is not that bad, as the height difference may be down to my measuring more than anything!

Colour Options

Just one option is shown on the instructions and that is for a machine in a three-tone camouflage and carrying the code LH98996. The decal sheet does offer a number of alternative numbers, but you will have to do research to see what combinations are suitable.

The camouflage scheme is simply identified as 'Middle Stone', 'IJN Green' and 'Black Green'. I felt that the latter was probably RLM 70 Schwartzgrün. For my machine I therefore used AeroMaster 1023 (RLM 70), Tamiya XF11 (IJN Green) and AeroMaster 1029 (RLM 79 Sandgelb). The tail rotor is Dark Sea Grey, for which I used LifeColor UA108 and most of the other 'grey' areas were painted with IJN Grey from the Tamiya range, while the rotor head was sprayed with Alclad II 'Aluminium'.

The big let-down with this kit is the painting diagram on the instructions. Mono-tones have been used and the demarcation of the three camouflage colours is so



poorly defined that you will wonder what goes where. Things are helped a little by the colour diagram on the box side, but I really wish Trumpeter had supplied a colour guide as well, or at least done those on the instructions larger and clearer.

Decals

The sheet looks glossy and I must say I was not looking forward to using them. I was completely wrong about them though as no problems were encountered as the images are nice and sharp, well printed and settled down on a gloss surface with little fuss.

Decal Rating = 10/10.

Conclusion/Recommendation

Bit of an odd mish-mash of a kit.



The tooling is pretty good, but not 'new', the detail is at times OK and others (the interior) a total waste of time, the fit is good in places, but bad in a lot more and the subject will leave a few cold? That said it was something different to build, it looks OK if you don't look too hard and it is certainly a talking point. I am sure the Dauphin version is selling better, but for all helicopter fans the Z-9 is certainly worth adding to your collection, but just be forewarned about the fit problems and the need to do some scratchbuilding to correct that interior!

My thanks to Pocketbond Ltd for the review sample.

Richard A. Franke

EDUARD Fokker E.III

Technical Data	
Scale:	1/72nd
Kit No:	7022
Price:	£4.99
Panel Lines:	Recessed ✓
Status:	New Tooling ✓
Type:	Injection Moulded Plastic
Components:	Plastic 34
Also Includes:	Die-cut Paint Masks
Decal Options:	3
Manufacturer:	Eduard M.A.
Obtain in UK via:	LSA Models & Hannants



The Kit

This kit is supplied in a small, slim box with a lift-off lid and features a great piece of artwork showing the aircraft in action.

Enclosed in a resealable poly bag is one sprue containing all the parts moulded in a hard, tan coloured plastic. The parts have good detail and no flash. Needless to say there are no scribed panel lines as this is a fabric bodied plane, but the ribs and fabric are nicely represented on the wings.

Eduard have very thoughtfully provided a set of their express masks for masking the body and wheels.

Instructions

Eduard have provided their usual A5 folded booklet with a brief history of the type on the front, and a reproduction of the box artwork.

The instructions themselves are nicely printed line drawings in colour and are of the usual exploded type with colour references. Everything is presented very clearly and is easy to follow with detail sections showing positions for the masks, and the all-important rigging diagrams. The colour references are very comprehensive, covering

Tamiya, Humbrol, Revell, Testors and Gunze Sangyo paint numbers.

Construction

This is the first time I have built a WWI aircraft from Eduard and I must say that I am impressed!

This is a very easy kit to put together with hardly any cleaning up required. The construction starts with the cockpit as per usual and is quite simple, consisting of a seat, control column, rudder pedals and floor. There is also a basic instrument panel which fits under the separate upper front fuselage.

Being a WWI fighter, there are some very fine and delicate pieces to this model, particularly the tail assembly which needs very careful handling to avoid damage.

Continuing with the construction, section 5 calls for the attachment of the undercarriage, but to be honest, I found it easier to build this as a sub-assembly to be added later after painting. The engine cowl and wings also fit perfectly and I found no need to use any filler at all on this little plane. The rigging, as with any aircraft of this type, is the only part that requires time and quite a bit of patience if you choose to do it.

Eduard do not supply the rigging, but I have used nylon quilting thread, similar to fishing line, and



this should be readily available from craft or fabric shops.

Colour Options

There is really only one colour scheme provided on the instructions and this is for beige coloured doped fabric with aluminium engine panels. There is a slight variation in the decals that you can use and I have chosen to model the Fokker E.III flown by Kurt Wintgens.

This variation includes wheel disks that are separated into black and white sections. Eduard provide masks for spraying the wheels, but I opted to use the decals provided on the sheet. They fitted perfectly.

Decals

There is one very nice decal sheet included which provides wing and

fuselage crosses and serial numbers, together with the wheel disks.

The decals are in register with good colour density, especially on the white sections, and are glossy. They settled down nicely with no silvering and no need for setting solutions, and were sealed in with two coats of Johnsons Klear. Very nice!

Decal Rating = 10/10.

Accuracy

Checking the dimensions given in my reference books, the kit seems to be almost spot-on. It certainly looks good and that is the most important thing.

Conclusion/Recommendation

This really is a great little kit and I thoroughly enjoyed making it. The parts go together easily and there are no problems apart from some delicate parts that require careful handling, but this is true for any kit. If you are a fan of WWI aircraft, this would be an excellent addition to your collection. Highly recommended to all. The only thing that Eduard need do now is release a 'profi-pack' version for all us detail freaks!

My thanks to Eduard M.A. (via LSA Models) for the review sample.

Wayne Harrie



Note: Don't forget that the upgraded 'ProfiPack' version of this kit (#7023/£7.50) is also now available



PZL TS-8 Bies

Technical Data

Scale: 1/72nd	Kit No: 72-024
Price: £17.50	Panel Lines: Recessed ✓
Status: New Tooling ✓	Production: Limited
Type: Resin	Decal Options: 2
Manufacturer: Ardpol	
Obtain in UK via: Contact Aeroclub for price and availability	



The Kit

It appears that this Polish manufacturer is updating their packaging to a glossier box top with a nice colour profile of the subject. This makes for a more attractive presentation that complements the contents. All the parts are contained in sealable poly bags that are within poly bags, if you know what I mean. The resin parts are absolute lovely with beautifully defined surface detailing. The trailing edges to the flying surfaces are the sharpest and best that I have seen! All the smaller detail parts are cast to scale by the look of them and very fragile too, in particular the undercarriage legs. Cockpit detailing is good and can be seen through the vacform canopy of which two are supplied. The only loose items in the box are the decal sheet and instructions.

Instructions

The six-page set of instructions consist of a brief history and technical details, three pages of assembly diagrams and two pages covering the colour schemes. The painting guides are very basic and no references are made to any particular model paint manufacturer. The clarity of the assembly sequence is fine but relating them to the parts and their locations needs a little bit of guesswork.

Construction

Some essential preparation is needed, such as removing casting lugs from the fuselage halves, before any further building can be carried out. Also, correct location of the cockpit floor is important, as I found out almost too late. Once the fuselage is completed, items like the wings, fin, rudder and tail planes can be added without too much fuss. As the type has a nose wheel configuration, weight should be added inside the engine cowl before that is added to the fuselage. Make sure enough is put in as once the wing is in place that's it! The tiny flap actuators are all cast as individual pieces and need extreme care, excellent eye sight (or a magnifier), dexterous handling and much patience. I lack two of these prerequisites and so I cheated by omitting all the flap parts. I felt that the rather delicate undercarriage legs would suffer while attempting to add the canopy, so these were left until

last. The canopy is vac-formed and quite thin. The problem with both items supplied is the fact that they are a bit squashed but not, I hasten to add, damaged beyond use. The other is the demarcation line between the canopy part and the surround is not easy to follow in order to separate the part from the surround. This, together with the aforementioned problem makes it difficult to cut out, as I found out. Therefore, much care and patience is needed to do the job successfully. Once this is done the canopy can be fitted and final work to finish the model can continue.

Colour Scheme

Two options are possible and both are in overall natural metal finish. One of them is SP-CLW, a civil marking and possibly a demo aircraft, and the other is serial 1020 of the Polish Air Force. The only colour that breaks up the plain finish is the anti-dazzle panel above the nose. The model I built was finished with an undercoat of grey primer and a topcoat of Xtracolor silver (X500). The canopy framing was dealt with using some paint and pre-painted decal strips.

Decals

The decal sheet is nicely printed and the contents are quite minimal with just the Polish national markings, serial and civil registration for the two options provided. They responded well to the usual decal solvents and were sealed in with a coat of Klear.

Decal Rating = 8/10.

Accuracy

The quoted dimensions of the full size aircraft scale down well to those of the model, so this makes it an accurate replica of this Polish trainer. I could not find many pictures of the type but those that I did show the model to be a very good representation of the original.

Conclusion/Recommendation

The TS-8 resembles the North American T-28 Trojan, if smaller, and in a collection of trainer types would make an interesting comparison. As a model it is not too difficult to make in the hands of an experienced modeller, especially if resins are to their liking. I feel it can be recommended to such modellers only. It gave me a couple of moments to be worried about but don't let that put any of you off.

My thanks to Ardpol for the review sample.

Paul Janicki



NEW ARRIVALS

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HST18 - Messerschmitt Bf109G-14. 1:32



HJT09417 - Messerschmitt Bf109K-4 'Red Tulip'. 1:32



HLT10638 - AC-130H Hercules 'Spectre'. 1:200



HJT09424 - Spitfire Mk. IXe. 1:48



HA0299 - Tornado IDS 'Tiger Meet 2001'. 1:72

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Berliner-Joyce OJ-2

Technical Data

Scale: 1/72nd
 Kit No: 72-026
 Price: £19.45
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Resin
 Parts: Resin 80
 Decal Options: 1
 Manufacturer: Ardpol
 Obtain in UK via: Aeroclub



The Kit

This resin kit by Ardpol of Poland comes in a very strong card box with a lift-off lid, beautifully printed with a colour technical drawing on glossy card. You just know it's going to be good before you even open it!

Inside the box we have two poly bags containing all the parts, with the fuselage and wings in one bag, and all other parts in the other. All the parts are cast in cream coloured resin to the highest quality, and have great surface detail including ribbed sides and rivet detail to the fuselage, together with fine scribed panel lines. I could only find one or two pin-sized bubbles in the wheels and upper wing, but these are easily filled and sanded.

The instructions and decals are folded on top of the bags, the bags themselves being stuck to the bottom of the box with tape to prevent movement during transit.

Instructions

The instructions are of the folded A5 booklet type, comprising six sides of information. The front contains the usual brief history of the type, together with some sizes and other technical information. The construction diagrams start off as normal showing the construction of the fuselage, but then you are left to decipher some very busy looking exploded views, which can be unclear in places as none of the parts are numbered, and some are very tiny and similar in shape.

In the centre pages, you have a very nice set of three-view technical drawings in 1/72nd scale, and on the rear, a set of shaded drawings showing the colours to be used. No paint manufacturer is recommended.

Construction

The first stage with most resin kits is to remove the casting blocks and clean everything up. Luckily, on this kit the blocks on the fuselage are really tiny and are no effort at all to clean off. The wings contain no blocks at all. Other items such as the rudder and wheels have such thin

attachments that they snap out almost totally clean. Wonderful!

The construction starts as normal with the cockpit and is fairly simple, comprising pilot's and observer's seats, rudder controls and stick, and a nice instrument panel. In the observer's position there is also a radio set to add, and what seems to be some kind of fire extinguisher (?), together with a gun support if you choose to use it. There is some very fine sidewall detail and even a leather document case on the side of the observer's compartment. The cockpit should be chromate green, with black instruments, and the colours are called out in the instructions.

The upper wing comes as three pieces and, thank goodness, has locating pins to ensure correct fit, as does the lower wing.

Everything is glued together with cyanoacrylate (super) glue and I was most impressed with the fit of the parts, especially the fuselage, which went together better than some of the mainstream plastic kits I have built.

Once the fuselage is together it is up to you how you progress as there is no set construction sequence. You simply refer to the exploded diagram and do your best!

I started with the lower wing and then added the tail sections. Once these were in place and set, I continued by putting the upper wing support struts in place. These can be a little difficult as each strut is cast in three parts instead of one, and you have to ensure the correct angle is set. I also decided to leave the centre supports off until after the wing was in place, making the correct angles easier to set.

Next up is the undercarriage. This is quite complex, consisting of six parts, (four struts and two tensioning



rods), and needs some careful handling and support to ensure everything is straight.

Once the rear wheel is added, you can begin to think about giving the kit some undercoat. The cockpits were masked using damp tissue paper and I decided to leave the upper wing off to make everything easier to spray. I used Halfords Grey Primer to undercoat the model and set it aside to dry.

Whilst the fuselage was drying, I tackled the engine. This is very well cast in one piece and only needs the exhaust pipes and manifold pipes to be added. This is easier said than done as the exhaust pipes are tiny! After these are added, everything can be given a coat of matt black paint and a light drybrushing of silver.

The wheels can be painted in Tyre Black with silver centres.

Now you can progress to masking the aircraft for spraying. The top decking and front of the fuselage are masked as these will be left grey. After this is complete the red sections on the body under the observer's

cockpit and on the rudder can be sprayed, and the engine cowling ring can also be sprayed red. These are then masked off, and the final silver coat can be added. The top of the upper wing can then be sprayed yellow. Quite a colourful plane!

After the masks are removed and the paint has settled, you can add the upper wing and centre struts and the wheels. The engine comes next, simply being glued to the front of the fuselage and the manifold pipes being added. These need careful trimming to allow them to fit. The next thing is to add the front cowling ring to the engine. This is quite a tight fit so take care. (I actually broke a section of mine doing this!). Lastly, the propeller can be fitted. This is coloured grey with yellow and red stripes added to the tips and a light wash of ink to bring out the detail on the centre boss.

I filled in the panel lines with pencil, and the plane was complete!

Colour Options

There is only one colour option as



described in the build details, for the US Navy 1933, consisting of: grey upper decks with silver sides and wings, yellow upper wing and red stripes to the fuselage and rudder, together with a red engine cowling.

Decals

The decals consist of Navy stars and lettering together with small codes for the rudder and a pair of unit markings.

They are printed by Techmod and are superbly printed in perfect

register with very little carrier film. The decals are nice and thin and settle down well under a coat of Johnsons Klear, with no need for setting solutions. Excellent! Decal Rating = 10/10.

Accuracy

The kit seems to measure up slightly shorter than the sizes given in the instructions, however this may be down to my calculations. It looks correct, and as always, this is the most important thing.

Conclusion/Recommendation

There is no doubt about it, this is a very fine kit indeed! The quality of the mouldings is second to none with no warping or flash and only one or two tiny air bubbles to sort out. It is not a difficult kit to put together if you have some experience, but the amount of small parts makes it quite time consuming, and may even try your patience at times! I did not find it necessary to use any filler on this kit at all, which says a lot about the quality of the

parts. My only concern would be with the instructions. It would be nice to see a more comprehensive set of stages to the construction to help those with less confidence get to grips with the kit.

All in all, a superb little kit which can be happily recommended to all with a little experience.

My thanks to Ardpol for the chance to review this kit.

Wayne Harris



Martin AM-1 Mauler (Early Version)

Technical Data

Scale: 1/72nd
Kit No: Z2015
Price: £N/K
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic & Etched Brass
Decal Options: 3
Manufacturer: Siga Model



The Kit

Siga is quite new to me and this is the first of their kits that I have tried. The box has quite colourful artwork on the lid. Its contents are in a softish white plastic and all the main parts have recessed detail on them. The frames are a bit on the heavy side so care is needed to cut the parts free, particularly the smaller detail pieces (that appear a tad oversize anyway). The cockpit transparency is OK but a little thick. Included is a very nice brass fret with many pieces to it and many of them are very tiny.

Instructions

The instruction sheet reminds me of an earlier style once used by a Japanese kit manufacturer. On one side there is the same illustration as on the lid but in monochrome and a set of three-views showing the colour schemes. The other side deals with the construction sequences and the diagrams are nice and clear. Detail painting notes accompany these diagrams but no references are quoted, just the basic colours. At the foot of the sheet is the parts map with shaded areas depicting parts not applicable to this issue. Now one thing that did strike me as being unhelpful is the total lack of instructions regarding the etched parts. Of the many pieces on the fret, the most obvious ones such as the cockpit parts for example, are straightforward to use. But for the bulk of the remainder, the locations

remain a mystery. I used those that I was able to but the rest went into my spares box!

Construction

As mentioned earlier, the parts were carefully removed and cleaned up for construction as and when needed. I used the plastic cockpit parts to act as a solid core for the brass pieces when assembling this area. I found that by making it up this way a stronger assembly resulted and reduced any buckling due to heavy handedness. Suitably painted up the tub was then glued to a fuselage half to be followed with its mate. The join between the two is good. The wing is an assembly of five parts comprising a lower centre section, lower outer panels and the two upper panels. All the parts go together quite well with the exception of the gap that appears on the underside joint with the centre section. Here, a little filler is called for to remedy the problem. I noted several flashed over holes that need to be opened up for the armament attachments. For these however, a separate kit is available as they are not included in the kit. Another thing that is worth pointing out is the trailing edges of the wings. Although they are reasonably thin, sanding down helped considerably with their overall appearance.

With the main assembly complete, the remaining smaller parts can be glued on. I found that some of these are best replaced as they look rather 'chunky', especially the pitot head that has an unusual shape and the 'T' shape ailerons below the tailplanes. The assembled model looks and feels quite solid as probably did the full size aircraft!

Colour Options

Three options can be chosen from and they are all Sea Blue Gloss FS15042 overall. Two of them depict AM-1s operated by the NATC at Patuxent River in the U.S.A. They differ only in the style of the NATC titling, other minor markings and serial numbers such as 22263/263 during 1948 and 22307/307 during 1950. The other option is 22257 of the Plant Flight Test unit in 1947. As

can be seen from the photo, I modelled option C (22307) from the instructions and used Revell paint number 53 for the main finish and various others colourings for all detail painting. The blue may not be truly accurate but was the nearest in my current paint stock.

Decals

The decal sheet is nicely printed with no apparent register problem. Apart from the red of the national markings all the items are white. Fortunately these are printed against pale blue backing paper. On using them I found to my horror the larger items like the code numbers shrivel up severely when removed from the backing paper! Even when carrying the decal on the aforementioned, the decal has a tendency to shrink. No amount of water or other liquid helps to prevent or rescue the problem. The carrier film takes on an elastic form and with very careful probing and prodding they would not even out. I found that only with very, very careful use of a soft brush and lots of water the decal slid into position while still on the paper and positioned as accurately as possible to its location. Once in position they still distorted and caused many a worrying moment. I did have to lose the letter 'C' on one of the fin titling because of this problem. The smaller stencil items behaved a lot better and did not cause

such anxieties! So, if any readers have this kit or others from Siga be warned about the decals! Decal Rating = 5/10.

Accuracy

Again this is one of those types of aircraft that does not feature in any of my references and so I cannot make any comment about its accuracy. I do recall seeing pictures of the Mauler in a book I once had and from memory, the model looks very much like it is supposed to. There is a publication by, I think, Squadron/Signal that will no doubt reveal all the necessary detail and the accuracy of the kit.

Conclusion/Recommendation

The AM-1 would make an interesting subject alongside a model of the Skyraider, its winning competitor. Apart from certain points mentioned above, I found the kit fairly straightforward to build and it would benefit with more time spent on it. It would certainly help if there had been instructions for the brass set to show where the many parts go. This kit ought to prove popular with U.S. Navy buffs and is recommended as it is not a bad one, but be warned about the etched fret and decals!

My thanks to Siga Model for the review sample.

Paul Janicki





North American Mustang Mk III

Technical Data

Scale: 1/48th
Kit No: 48123
Price: £13.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 83 (Grey), Clear 11
Decal Options: 2
Manufacturer: ICM
UK Importer: Amerang Ltd



The Kit

All of you will have seen our Special Preview on these new P-51 kits from ICM in the January 2002 edition (Vol 8 Iss 1 Page 11), so you already have my overall views of the kits after this initial inspection.

The kit is packaged in the usual end-opening and rather flimsy box. Inside are four grey and one clear sprue. Each is packed in plastic bags, with the clear one thankfully separate from the rest. A clear set of instructions with thirteen construction stages are included along with a decal sheet, but more on that later.

Construction

The cockpit interior is well detailed with floor, radio bay, seat, instrument panel (clear plastic), rudder pedals, control column and pilot figure. Most of these parts have a little flash present but as this example was an early production kit, I am sure that later examples will be 'cleaner' (remember the first batch of Mk IX Spitfires!). There is good (separate) sidewall detail and the assembly of the cockpit and fuselage is fairly straightforward. Omit the fitment of the exhaust stacks (Part Nos C14 & 15) in stage six, as these can be added after painting.

The fit of the wheel well insert (Part E7) is very good and the wings themselves go together with little fuss. That said, don't forget the landing light lenses (Part F10) - I did! In stage eight you will set about adding the flaps, now these are odd, as the instructions and parts map clearly show them without any locating tabs but when you look into the corresponding area of the wing you will find the holes to accept such tabs? Is it me, or is this whole set-up looking very much like a well-known Japanese manufacturer's P-51B kit! Both 'weighted' and non-weighted mainwheels are included and the kit also includes drop tanks or 500lb GP bombs. Both cuffed and hollow blade propellers are included, but

the latter only relates to the later D-series, so can be consigned to the spares box.

The clear sprue is a bit of a let down. Having been protected from the rest of the sprues on inspection you will find the plastic slightly 'murky' and covered in imperfections. If I did this one again I would consign them to the bin and add a Squadron vac-formed example (#9529) instead. The main canopy is also moulded with the Malcolm hood and windscreen as one piece, so if you want to show off the nicely detailed interior, the Squadron replacement canopy becomes a 'must'.

Colour Options

The colour options in this kit were as follows.

- 1. Mk III, FZ120, YT-J flown by Sqn Ldr D. Westner, No.65 Squadron, 1944.
- 2. Mk III, FB223, SZ-B, No.316 Squadron, June 1944.

I used Lifecolor to paint this model with the Ocean Grey and



that if I was doing the kit again I would do some research in advance and see if I could use a sheet from the likes of AeroMaster, Eagle Strike or Superscale.
Decal Rating = 0/10.

Conclusion/Recommendation

Going by my build of the Mk III all of these P-51 kits are good in what they offer, but are let down by poor decals and clear parts. If they were the 'only show in town' then there would be no problem and we would all be delighted to see them. As it is there are already excellent kits of the type available in this scale; Accurate Miniatures produce the P-51B, C and Mk III, while Tamiya have produced the B and a RAF Mk III. With the former currently unavailable and the latter in the £15+ bracket the ICM kits seem better value, but I have to admit that having built all of the P-51B kits from these manufacturers I have to say that this new one from ICM is currently running last.

Sorry ICM, but your time and effort could have been invested in something far more worthwhile than 'yet another' P-51 kit!

Our thanks to ICM for the review sample.

Richard A. Franke



Dark Green over Medium Sea Grey scheme applied using UA093, UA091 and UA094. The fuselage band is Sky (UA095) with the nose picked out in white, the spinner in red and the wing leading edges in yellow.

Decals

Those supplied with the kit look OK on initial inspection, but a closer inspection reveals lots of thick carrier film and suspiciously matt looking images. A quick test with an unwanted decal proved my suspicions correct - the decals disintegrated on contact with water. So, without any kit decals I had to use aftermarket ones and tried a set from Techmod. These proved usable, but once again carrier film was a problem and I must admit



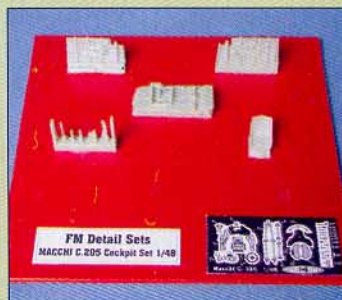
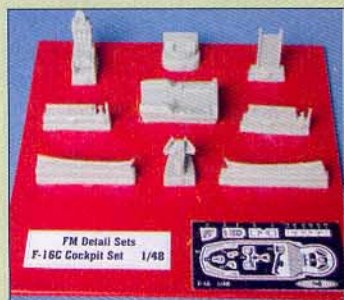
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Hawker Sea Hawk Mk 100

Technical Data

Scale: 1/72nd
Kit No: 72509
Price: £8.99
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Limited-Run Injection Moulded Plastic
Parts: Plastic 37, Clear 1
Decal Options: 3 (2x German Navy, 1x Indian Navy)
Manufacturer: MPM
Obtain in UK via: Hannants



The Kit

Enclosed in an end-opening box with a nice piece of artwork showing a Seahawk in Luftwaffe colours are the instruction sheet and a sealed plastic bag holding the injection moulded kit parts. There are two well-spaced light grey sprues, a small clear sprue for the canopy and a small sealed bag containing the decals.

The detail is finely engraved with only a small amount of visible flash. The injection gates though quite small are circular so careful trimming will be needed. Ejection pin marks on the one-piece upper wing halves will need to be removed. Both upper and lower wing halves are moulded with their relevant front fuselage half. Cockpit detail comprises the floor with moulded pedals, sidewalls, stick, bulkhead, ejector seat and instrument panel. Despite the box top picture showing four underwing fuel tanks, none are supplied.

The Instructions

An eight-page 'Revell-style' booklet

without all the irrelevant pages is supplied. Page one gives a potted history and technical data in four languages. Page two shows the sprue layouts, while pages three to five show the six stages of construction using exploded diagrams, including the need to add 3gm to the nose to prevent the model tail-sitting. No detail or internal colours are given. Pages six to eight cover the markings and decal layouts. Colours are given as Humbrol Numbers and E.S. Numbers.

Construction

Assembling the model is quite straightforward, starting with the cockpit. The floor goes into the lower nose half and slopes as does the real thing, followed by the side consoles and joystick. The top fuselage half takes the instrument panel and rear bulkhead. The gaping hole problem caused by the undercarriage area and air intakes has been neatly done by MPM. A moulded part of the engine is glued to the underside of a large flat spar, to which a front and rear bulkhead are glued. This then fits into the one-piece lower wing and forms the air intake plenum chamber and a separate lower undercarriage bay.

The instructions show 3gm of noseweight to be added. There is not much room in the nose so I added a little there and glued extra weight behind the bulkhead on the upper fuselage half. The two wing/front fuselage halves can then be glued together and left to dry while the rear fuselage and tail is assembled. A little cleaning up of the fuselage join was needed, particularly near the air-intakes. I also opened up the gun ports slightly as these are quite prominent on the real thing but are only engraved lines on the model. The fuselage to tail assembly join needs work to hide the join line. The

undercarriage doors are moulded as one piece in the closed position and need to be carefully cut to show the model with its wheels down.

The prominent lamp on the nosewheel door is not moulded on the kit part so I made mine out of a blob of PVA glue, painting it dark red. The canopy is a good example of how to injection mould clear parts. It is thin and crystal clear and fits well with nicely moulded frame detail. With such a nice clear canopy that tends to magnify the internal detail slightly the expense and effort to superdetail the cockpit would be well worth doing. The port wing pitot tube I had to make up from stretched sprue.

Accuracy

Aeroplane magazine's September 2002 edition featured the Seahawk including plans, a cutaway drawing and technical data that came in very handy while building this model. The magazine also quotes the length for the F Mk 1 as 39ft 11 3/4in and the wingspan as 39ft. The instructions quote the length as 40ft 3 1/2in (12.09m) for the Mk 100 and the wingspan as 39ft (11.89m). The Encyclopedia of World Aircraft quotes the wingspan as 11.89m (39ft) and the length as 12.09m (39ft 8in) for the Mk 6. The only external differences between the versions produced appear to have been the taller tail fin on the Mk 100 and 101s, so I am at a loss to explain why there is over 7in difference in the quoted lengths?

Comparing the model to the drawings in Aeroplane's article it matches the shape well and the panel lines are in the same places. The only things missing were the boundary layer splitter plates on the air-intakes. My rough and ready measurements show the model scales up to a length of 11.74m (38ft

7in) and the wing span as 11.95m (39ft 4in).

Colour Options

Three options are given, the first is a Mk 101 RB242 of the Federal German Navy, 1965-66. The second a Mk 101 RB248 of the Federal German Navy, 1959. Last is a Mk 100 IN238/W of No.300 Squadron Indian Navy 'White Tigers', INS Vikrant, late 1960.

All are Extra Dark Sea Grey on the upper surfaces and Sky underneath, the tail fin also being painted Sky.

Decals

These are on a clearly printed semi-gloss sheet with little visible carrier film. The decals are thin but opaque, the white on the crosses are still white even over Extra Dark Sea Grey. The decals slide off the backing sheet after a short soak. They tended to curl and would tear easily if handled at all roughly. I think the fuselage code lettering and numbers may be slightly oversized. The rear black line above the boarding step is a little short.

Decal Rating = 7/10.

Conclusion/Recommendation

Although MPM produce limited-run kits, the quality and design are very good. Having a separate rear fuselage/tail unit will make producing the Royal Navy versions much easier. I am sure the aftermarket companies will soon be making superdetail parts for this model. As an early jet and Navy aircraft fan I am glad to have this one in my collection. Highly recommended to all but the complete novice.

My thanks to MPM for the review sample.

Mike Kingley



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accessories

Note: All items for this column are to be sent to:
Group Editor (Richard A. Franks), P.O. Box 426, Bedford, MK43 0WF

Engines & Things

The latest couple of releases from this Canadian manufacturer have been sent directly to us for review.

1/32nd Scale

Subject: Allison V-1710V

Scale: 1/32nd

Product No.: 32042

Type: Accessory

Designed for: See below

Price: £TBA (Can\$22.45)

Includes: This engine type is suitable for the P-38D, E, F-4, 5, 6, J, K, H, L & M, P-40C, D, E, G, K, M, N & R, P-51, A-36, XP-55, XP-46, XP-60, 60Q, N.A. N-73, F-6A, P-82, F-82F and early P-58Bs.

Subject: Allison V-1710E Series (Shaft Driven)

Scale: 1/32nd

Product No.: 32043

Type: Accessory

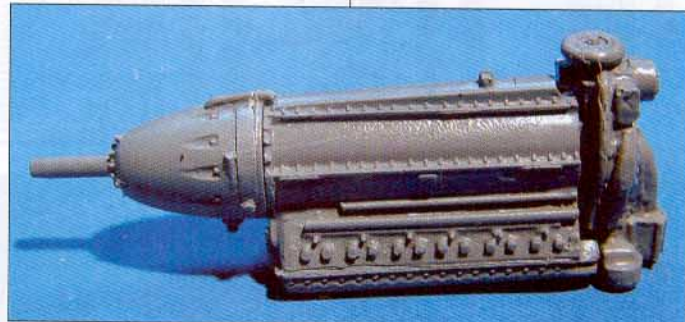
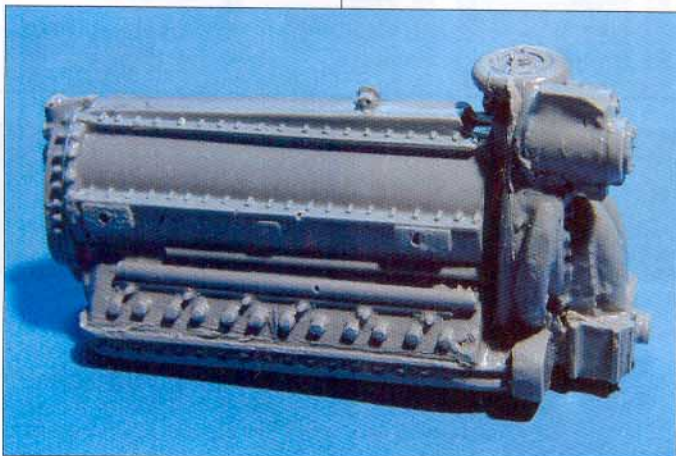
Designed for: See below

Price: £TBA (Can\$22.45)

Includes: This engine type is suitable for the Bell P-4000, XP-39, YP-39 and P-39C, D, F, J, K, L, M, N & Q. Strangely though, this engine does not come with the forward gearbox unit?

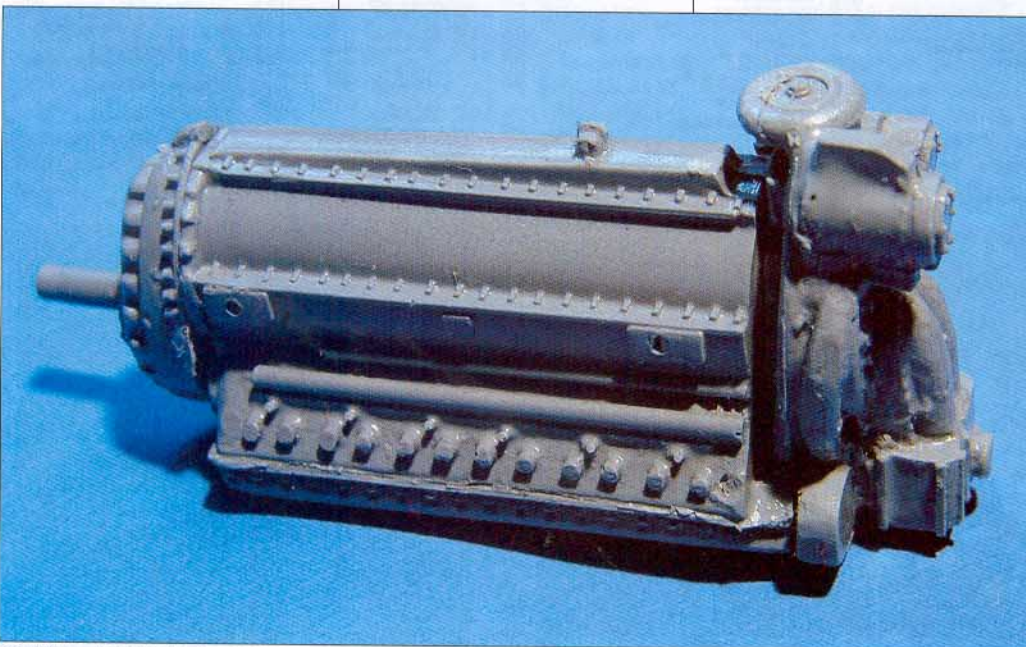


32044 Piaggio P.XI RC-40 - Engines & Things



32045 Allison V-1710C Series (Long Nose, Early) - Engines & Things

32043 Allison V-1710E Series (Shaft Driven) - Engines & Things



32042 Allison V-1710V - Engines & Things

Subject: Piaggio P.XI RC-40

Scale: 1/32nd

Product No.: 32044

Type: Accessory

Designed for: See below

Price: £TBA (Can\$23.95)

Includes: This engine type is suitable for the Ca.135 & 161, Breda 88, Cant X.1007bis, re.2000, SM.79 and SM.84.

Subject: Allison V-1710C Series

(Long Nose, Early)

Scale: 1/32nd Product No.: 32045

Type: Accessory

Designed for: See below

Price: £TBA (Can\$22.45)

Includes: This engine type is suitable for the Lockheed XP-38, 322F, 322B, P-322 and Curtiss YP-37, early P-40s (long nose, short radiator), XP-40 and P-40B.

Conclusion

Each of these engines is cast as a single piece with all the detail etc moulded on. They are well cast and will certainly benefit from careful painting etc. It is great to see such engines available in this larger scale and I am sure they will be welcomed by many.

Our thanks to Engines & Things for the review samples. All enquiries worldwide should be made directly with the manufacturer at PO Box 48013, St Albert, Alberta, T8N 5V9, Canada. Email: engthg@telusplanet.net.

Magna Models

A new resin conversion from this manufacturer has been passed directly to us for review.

1/72nd Scale

Subject: H.P. Halifax C.8/Halton

Scale: 1/72nd

Product No.: 7072

Type: Conversion

Designed for: Airfix or Matchbox kits

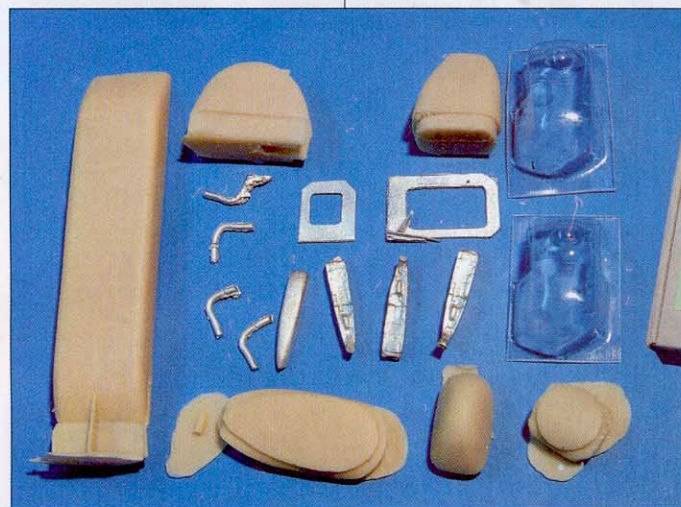
Price: £TBA

Includes: This set offers a new nose and tail cone, ventral luggage pannier,

nose-mounted intake and dorsal turret and ventral radome blanking plates all in resin. It also offers the longer style of carburettor intakes, the heat exchange pipes for each exhaust and templates to scribe certain hatches all in white-metal. This set is completed with two vac-formed canopies and a set of decals offering markings for thirteen different Halifax or Haltons.

Conclusion

A very comprehensive conversion. It is good to see the inclusion of decals with such a conversion and this is one that can be recommended to all



7072 H.P. Halifax C.8/Halton conversion (Airfix/Matchbox) - Magna Models

civil aircraft fans, or those of you who like military aircraft that have been converted for civil use.

Our thanks to Magna Models for the review sample.

Daco Products

This manufacturer has recently reissued one of their most popular improvement sets and a sample has been sent directly to us for review.

1/48th Scale

Subject: V.S. Spitfire Mk XIV

Scale: 1/48th

Product No.: N/A

Type: Improvement/correction Set

Designed for: Academy kits

Price: £TBA (£16.00)

Includes: For those of you who do not recall this set from when it was first released, it offers a number of correction parts for either the C or E versions of the Mk XIV from Academy. Most of these parts are in resin and consist of a new nose, spinner, propeller and radiators all offered to improve the kit parts plus different styles of exhaust stacks, guns and wheels hubs. The set also offers the cannon ammunition feed 'bulged' covers for the Mk XIVc kit and the bigger style of rudder for any teardrop canopy version. This set is completed with a set of white-metal oleo legs and a tailwheel unit.

Conclusion

This is an excellent update set and a real 'must' if you have any Academy kits to build as that kit looks very 'odd' without things like the nose profile corrected.

Our thanks to Daco Products for the review sample. UK modellers can obtain this set from Hannants, while all other enquiries worldwide should be made directly to the manufacturer.



V.S. Spitfire Mk XIV improvement set (Academy) - Daco Products

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URO 045	RAF S.E.5a COMING SOON	1:72	£7.25
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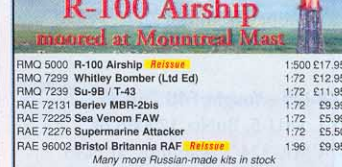
TM 5101	Mik Mi-4A Hound NEW	1:35	£54.95
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Note: All items for this column are to be sent to:
Group Editor (Richard A. Franks), P.O. Box 426, Bedford, MK43 0WF

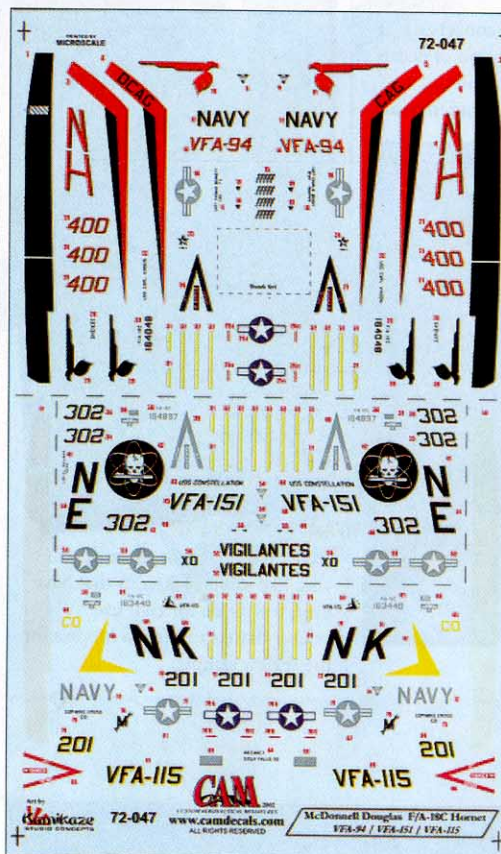
Custom Aeronautical Miniatures

The latest batch of releases from this American manufacturer has been passed to us for review by their worldwide distributor, Brookhurst Hobbies.

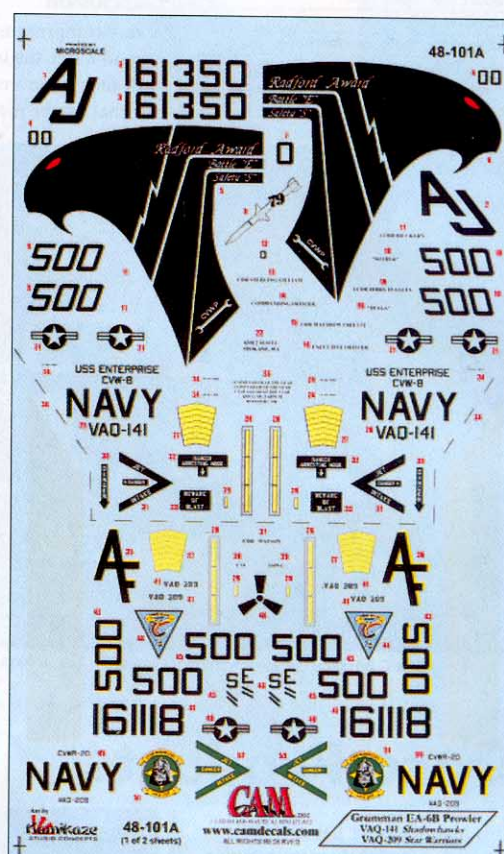
1/72nd Scale

72-047 - McDd F/A-18C Hornet

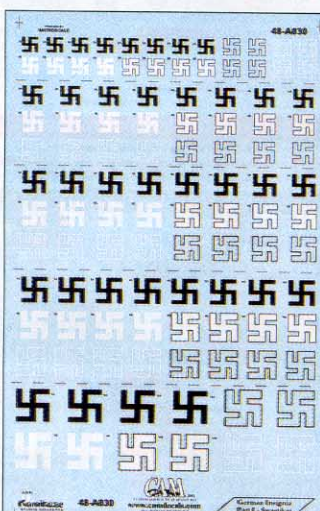
- 1. F/A-18C, BuNo. 164048 of VFA-94 'Mighty Shrikes' on USS Carl Vinson (CVN-70), CVW-121 during Operation Enduring Freedom in 2001.
- 2. McDd F/A-18C Hornet, BuNo. 164897 of VFA-54 'Vigilantes' on USS Constellation (CV-64), CVW-2 in 1995.
- 3. F/A-18C, BuNo. 163440 of VFA-115 'Eagles' on USS Abraham Lincoln (CVN-72), CVW-14 in 1999. Price: \$9.00



72-047 McDd F/A-18C Hornet - CAM



48-101 Grumman EA-6B Prowler - CAM



48-A030 German Insignia Part I - CAM

1/48th Scale

48-A030 - German Insignia Part I

This sheet offers a mass of swastikas in three styles and five different sizes.

Price: \$9.00

48-101 - Grumman EA-6B Prowler

- 1. EA-6B, BuNo. 161350 of VAQ-141 'Shadowhawks' on USS Enterprise (CVN-65), CVW-8 during Operation Enduring Freedom in 2001.
- 2. EA-6B, BuNo. 161118 of VAQ-209 'Star Warriors' at NAS Whidbey Island in 2001. Price: \$9.00

48-109 - Vought F4U Corsair

- 1. F4U-5, BuNo. 122066 of VMA-324 'Vagabonds' at NAS Miami in 1952.
- 2. F4U-5N, BuNo. 123176 of VMF(N)-513 'Flying Nightmares'.



48-109 Vought F4U Corsair - CAM



48-114 McDd F/A-18C Hornet - CAM

based at Kunson, Korea in 1952.
 • 3. F4U-5, BuNo. 122196 of VMF-212 'Lancers' based at K-3 Airfield, Korea in 1952. Price: \$12.00

48-II4 - McDD F/A-18C Hornet

- 1. F/A-18C, BuNo. 163471 of VFA-81 'Sunliners' on USS George Washington (CVN-73), CVW-17 during Operation Enduring Freedom in 2002.
- 2. F/A-18C, BuNo. 163708 of VFA-147 'Argonauts' on USS John C. Stennis (CVN-74), CVW-9 during Operation Enduring Freedom in 2002. Price: \$9.00

1/32nd Scale

32-105 - McDD F/A-18C Hornet

- 1. McDD F/A-18C, BuNo. 163440 of VFA-115 'Eagles' on USS Abraham Lincoln (CVN-72), CVW-14 in 1999. Price: \$9.00

32-144 - McDD F/A-18C Hornet

- 1. F/A-18C, BuNo. 164722 of VMFA-323 'Death Rattlers' on USS Constellation (CV-64), CVW-2 in 1998. Price: \$9.00

32-150 - McDD F/A-18C Hornet

- 1. F/A-18C, BuNo. 163708 of VFA-147 'Argonauts' on USS John C. Stennis (CVN-74), CVW-9 during Operation Enduring Freedom in 2002. Price: \$9.00



32-105 McDD F/A-18C Hornet - CAM

32-151 - McDD F/A-18C Hornet

- 1. F/A-18C, BuNo. 163471 of VFA-81 'Sunliners' on USS George Washington (CVN-73), CVW-17 during Operation Enduring Freedom in 2002. Price: \$9.00

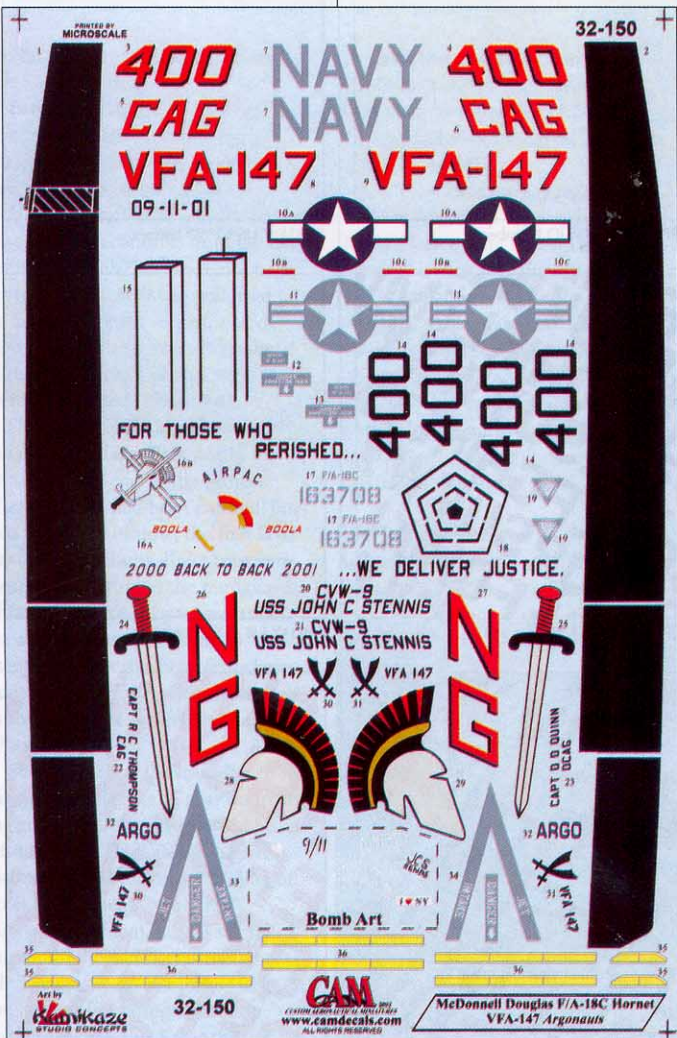


32-144 McDD F/A-18C Hornet - CAM

Conclusion

Another good selection from CAM. Each is well printed and comes complete with stencils and national insignia. Highly recommended.

Our thanks to Brookhurst Hobbies for the review samples. Brookhurst Hobbies are the sole agent for CAM, so all enquiries and orders should be addressed to them.



32-150 McDD F/A-18C Hornet - CAM



32-151 McDD F/A-18C Hornet - CAM

Fantasy Printshop



FP829W US 45° ID Numbers

A new batch of releases from this manufacturer has been sent directly to us for review.

1/48th Scale

FP829W - US 45° ID Numbers

This offers these numbers in 18, 24 and 36in sizes in white.

FP829B - US 45° ID Numbers

This offers these numbers in 18, 24 and 36in sizes in black.

FP829R - US 45° ID Numbers

This offers these numbers in 18, 24 and 36in sizes in red.

FP829Y - US 45° ID Numbers

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FP830W - US 45° ID Numbers

This offers these numbers in 8 and 12in sizes in white.

FP830B - US 45° ID Numbers

This offers these numbers in 8 and 12in sizes in black.

FP830R - US 45° ID Numbers

This offers these numbers in 8 and 12in sizes in red.

FP830Y - US 45° ID Numbers

This offers these numbers in 8 and 12in sizes in yellow.

FP834W - US 45° ID Letters

This offers these letters in 18in size in white.

FP834B - US 45° ID Letters

This offers these letters in 18in size in black.

FP834R - US 45° ID Letters

This offers these letters in 18in size in red.

FP834Y - US 45° ID Letters

This offers these letters in 18in size in yellow.

FP837W - US 45° ID Letters

This offers these letters in 24in size in white.

FP837B - US 45° ID Letters

This offers these letters in 24in size in black.

FP837R - US 45° ID Letters

This offers these letters in 24in size in red.

FP837Y - US 45° ID Letters

This offers these letters in 24in size in yellow.

Conclusion

Sheet numbers FP829W to Y are £4.95, while all the other sheets featured above are only £2.95. They are all printed to the usual high standard we expect from The Fantasy Printshop and can therefore be recommended to all.

Our thanks to The Fantasy Printshop for the review samples.



FP837Y US 45° ID Letters



FP829Y US 45° ID Numbers



FP830R - US 45° ID Numbers



FP834B US 45° ID Letters



FP837W US 45° ID Letters



FP829B US 45° ID Numbers



FP830W US 45° ID Numbers



FP830Y US 45° ID Numbers



FP834R US 45° ID Letters



FP837B US 45° ID Letters



FP829R US 45° ID Numbers



FP830B - US 45° ID Numbers



FP834W US 45° ID Letters



FP834Y US 45° ID Letters



FP837R US 45° ID Letters



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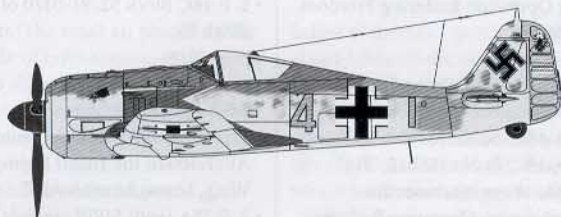
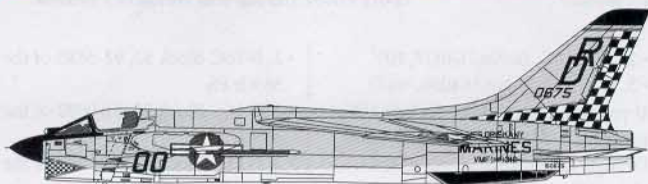


Markings for VMF-232, VMF-451 and VA-116

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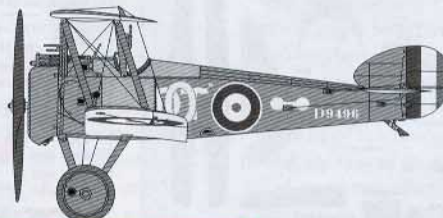
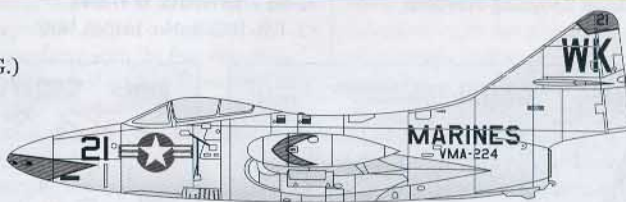
Late January Releases



- 48-568 Colorful Crusaders Pt. VII.
- 48-590 Bf-109E Battle of Britain... Eagle Day Pt. III.
- 48-591 Bf-109E Battle of Britain... Eagle Day Pt. IV.
- 48-594 Airacobras at War Pt. II.
- 48-599 Best Sellers Hellcats Pt. I
- 48-600 Best Sellers Hellcats Pt. II
- 48-611 **Those incredible Fokkers! Pt. I.**
- 48-612 **Those incredible Fokkers! Pt. II.**
- 48-616 Best Sellers Imperial Hayates Pt. II.
- 72-195 86th FBG Thunderjets Pt. I.
- 72-196 86th FBG Thunderjets Pt. II.
- 72-197 Focke-Wulf Fw-190 Early Butcher Birds Pt. I.
- 72-198 Focke-Wulf Fw-190 Early Butcher Birds Pt. II.

Late February Releases

- 32048 Pacific Corsairs Pt. II.
- 48100 American Jabos Pt. IX (Last set of the 405 F.G.)
- 48106 Slybirds the 353 F.G. Mustangs Pt. III.
- 48115 F9F5 Panthers Pt. II.
- 48122 Bf109's of the Balkans Pt. 3.
- 48123 Bf109's of the Balkans Pt. 4.
- 48127 Freedom Hornets (F-18's) Pt. I.
- 48128 Freedom Hornets (F-18's) Pt. II.
- 48129 Camels Pt. II.
- 72070 Augsburg Flyers (Bf-109F) Pt. I.
- 72071 Augsburg Flyers (Bf-109F) Pt. II.
- 72072 Freedom Hornets (F-18's) Pt. I.
- 72073 Freedom Hornets (F-18's) Pt. II.



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Attention to Hobby Stores!!!

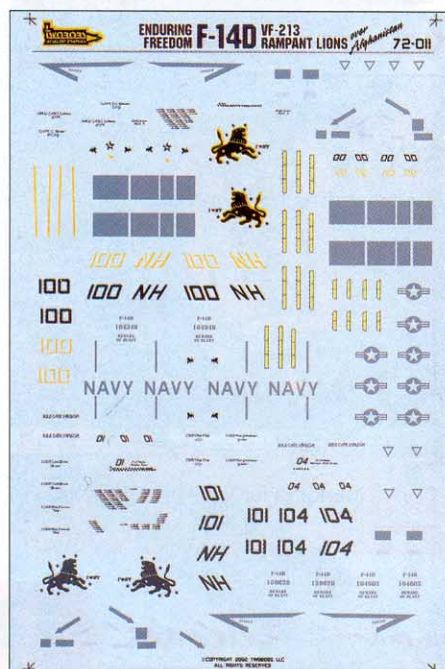
If these products are not available to you through your suppliers, drop us a note for the name of our closest distributor to you.

ESP is the exclusive importer of Aires Model Products and Calibre.35 for the American Continent.

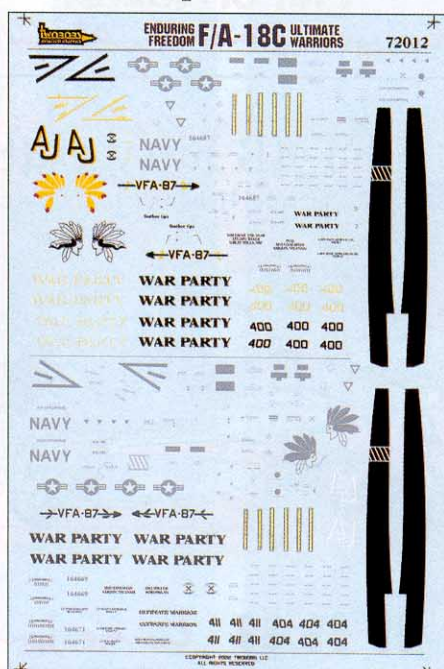
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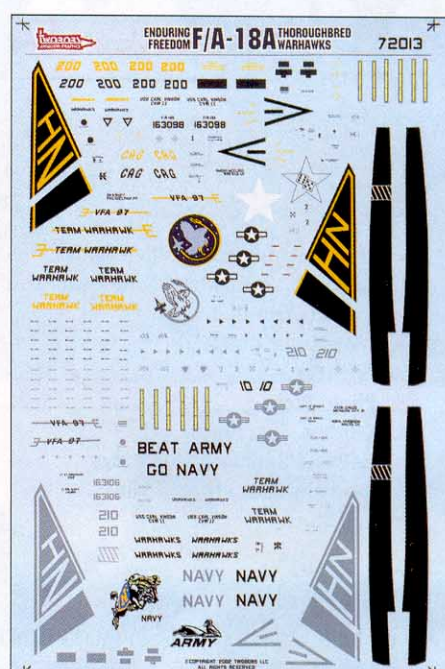
Twobobs Aviation Graphics



72-011 VF-213 Rampant Lions over Afghanistan - Twobobs



72-012 VFA-87's Ultimate Warrior - Twobobs



72-013 VFA-97 Thoroughbred Warhawks! - Twobobs

The latest batch of releases from this American firm has been sent directly to us for review.

1/72nd Scale

72-011 - VF-213 Rampant Lions over Afghanistan

- 1. F-14D, BuNo.164348, '100'.
- 2. F-14D, BuNo.164603, '101'.

Both of the above machines are depicted during Operation Enduring Freedom. Price: \$9.00

72-012 - VFA-87's Ultimate Warrior

- 1. F/A-18C, BuNo.164687, '400'
- 2. F/A-18C, BuNo.164671, '404'
- 3. F/A-18C, BuNo.164669, '411'

Once again all of the above machines are depicted during Operation Enduring Freedom. Price: \$9.00

72-013 - VFA-97 Thoroughbred Warhawks!

- 1. F/A-18A, BuNo.163098, '200'.
- 2. F/A-18A, BuNo.163106, '210'.

Both of the above machines are depicted as per their deployment during Operation Enduring Freedom on USS Carl Vinson. Price: \$9.00

72-014 - VFA-97 Thoroughbred Warhawks Part II

- 1. F/A-18A, BuNo.162860, '206'.
- 2. F/A-18A, BuNo.163143, '201'.
- 3. F/A-18A, BuNo.163092, '207'.

Once again these are all operation Enduring Freedom machines. Price: \$9.00

72-015 - 'SHWFOTS' of VFA-94

- 1. F/A-18C, BuNo. 164048, '400'.

- 2. F/A-18C, BuNo.164027, '401'.
 - 3. F/A-18C, BuNo.164050, '407'.
- If you don't know what SHWFOTS' means it is 'S**t Hot World Famous Orange Tailed Shrikes'! All of the above VFA-94 machines are depicted during Operation Enduring Freedom. Price: \$9.00

72-016 - VFA-22's Fighting Redcocks

- 1. F/A-18C, BuNo.164060, '300'.
- 2. F/A-18C, BuNo.164034, '301'.
- 3. F/A-18C, BuNo.164012, '314'.

All of the above machines are depicted during Operation Enduring Freedom. Price: \$9.00

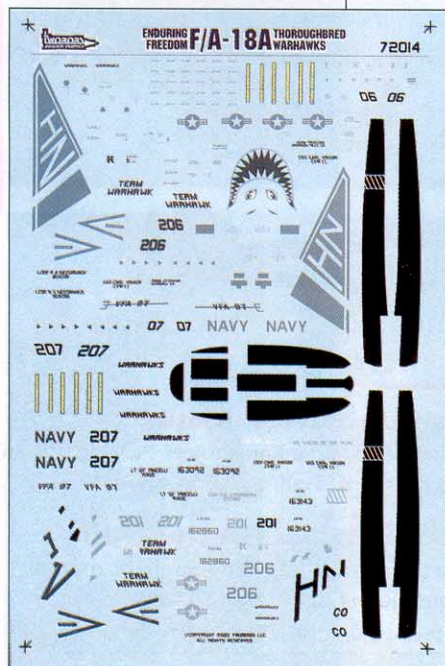
72-017 - Mountain Home's Gunfighters

- 1. F-16C Block 52, 91-0401 of the 389th FS.

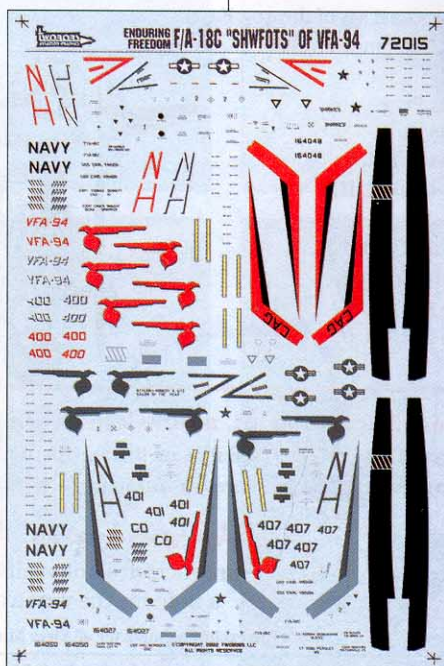
- 2. F-16C Block 52, 92-3880 of the 389th FS.
 - 3. F-16C Block 52, 91-0392 of the 389th FS.
 - 4. F-16C Block 52, 92-3889 of the 389th FS.
 - 5. F-16C Block 52, 91-0370 of the 389th FS.
- Price: \$9.00

72-018 - The Scramblers

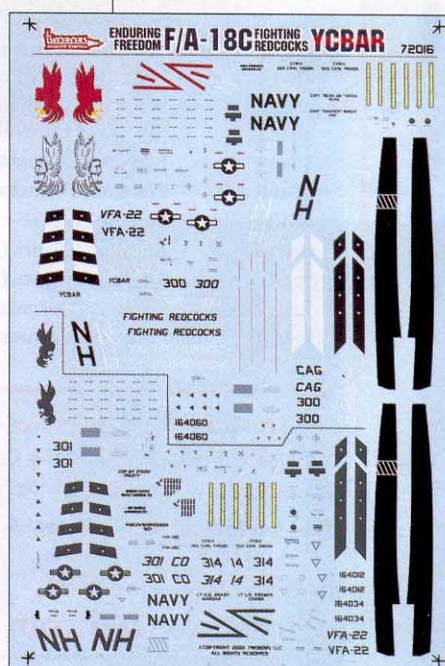
- 1. F-15A (with MSIP upgrade) AF77-100 of the 102nd Fighter Wing, Massachusetts ANG.
 - 2. F-15A (with MSIP upgrade) AF77-102 of the 102nd Fighter Wing, Massachusetts ANG.
- Both of these machines were the first two aircraft scrambled to intercept the hijacked airliners on September 11th, 2001.



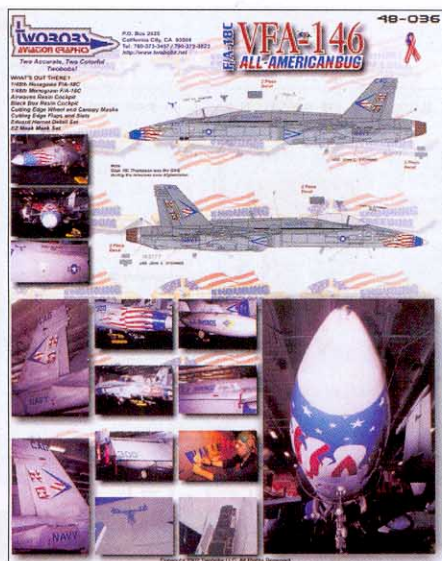
72-014 VFA-97 Thoroughbred Warhawks! Part II - Twobobs



72-015 'SHWFOTS' of VFA-94 - Twobobs



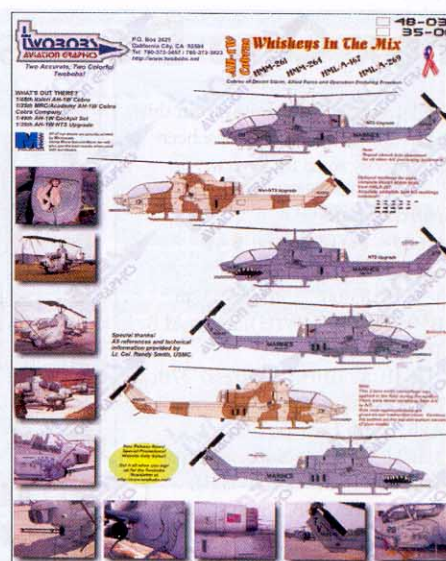
72-016 VFA-22's Fighting Redcocks - Twobobs



48-036 VFA-146 All-American Bug - Twobobs



72-018 The Scramblers - Twobobs



48-035 Whiskeys in the Mix - Twobobs

1/48th Scale

48-035 - Whiskeys in the Mix

- 1. AH-1W, 160815 of HML/A-269 based at MAC New River, Jacksonville, North Carolina.
- 2. AH-1W, 160804 of HML/A-167 attached to HMM-264 'Black Knights'.
- 3. AH-1W, 162545 of HML/A-167 during Combined Arms Exercise at 29 Palms (CA).
- 4. AH-1W, 165317 of HML/A-167 and later transferred to HMM-261 'Raging Bulls' for MEU(SOC) deployment.

Note that this sheet includes a stencil and rub-down transfer for the nose

art of one machine that has been produced for Twobobs by Archer Fine Transfers. Price: \$12.00

48-036 - VFA-146 All-American Bug

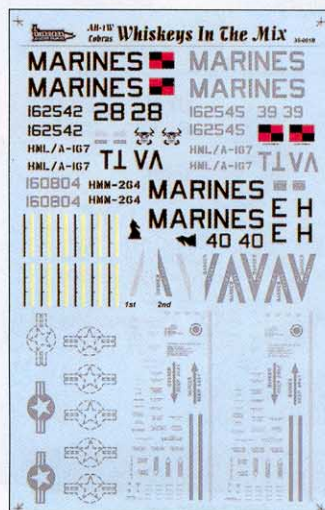
- 1. F/A-18C, BuNo. 163777, the CAG bird of VFA-146 as specially painted prior to operations over Afghanistan during Operation Enduring Freedom.

Price: \$9.00

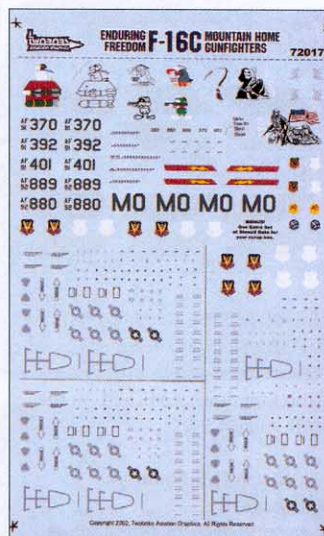
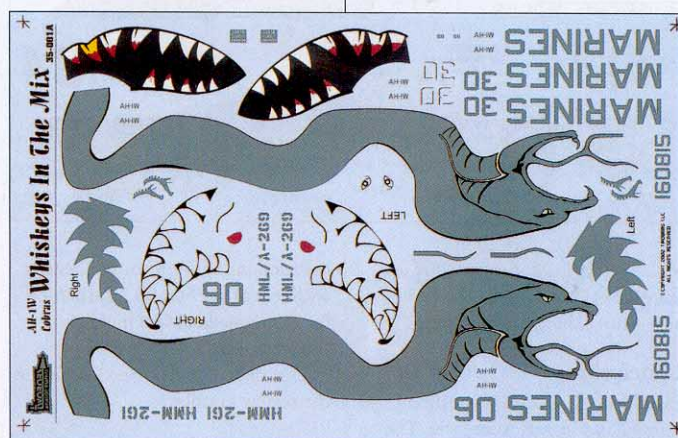
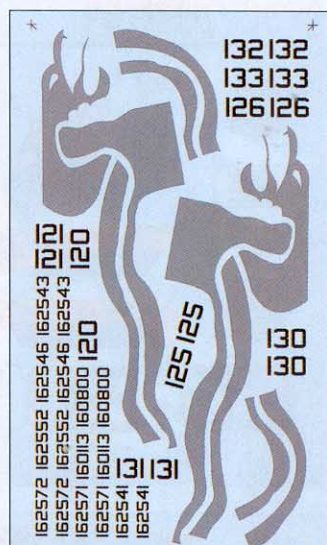
1/35th Scale

35-001 - Whiskeys in the Mix

This is a scaled-up version of the 1/48th scale sheet (48-035) reviewed elsewhere. Price: \$14.00



35-001 Whiskeys in the Mix - Twobobs



72-017 Mountain Home's Gunfighters - Twobobs

Conclusion

Each of the above sheets comes with full-colour instructions, recommended kits and a complete list of colours by FS reference and Testors, Humbrol and Gunze Sangyo paint ranges. They also include a number of colour photos of the subject aircraft and those of you wanting more information can go to Twobobs website where more photographs have been posted.

The quality of each sheet, coupled with the extensive instructions make them the best around. If you like the subject matter and scale, then you won't be disappointed.

Our thanks to Twobobs Aviation Graphics for the review samples. UK modellers can obtain this range via Hannants.



Twobobs Prints

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- F-16C, 120th FS, 'Tiger Meet of the Americas Jet', Colorado Air National Guard
- F-15C, 19th FS, Elmendorf AFB, Alaska.

Price: \$20.00

For more details visit www.twobobs.net or write to Twobobs Aviation Graphics, PO. Box 2425, California City, CA 93504-2425, USA. Tel: (760) 373 3457 Email: modelbuilder@twobobs.net

news & reviews

104... News Update

The latest news on modelling products from around the world

108... Previews

An initial look at new kits that we have received for review

112... Reviews

The Review Team builds a selection of the latest kits

122... Accessories

This month we take a look at recent products from Magna Models, Daco Products and Engines & Things

124... Decals

Some of the latest sheets from Fox One Decals, CAM, Fantasy Printshop, Twobobs Aviation Graphics and SkyModels

136... Modelling Products

A new paint mixing system from the USA and brush cleaner and preserver from ART2go

regulars

188... The Bookshelf

193... Feedback - Readers' Letters

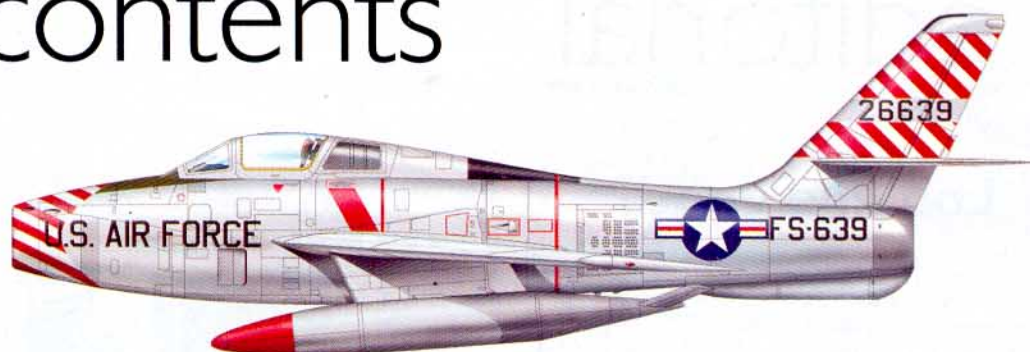
193... Readers' Classified

194... Clubs & Societies

196... Events Diary

198... Address List

198... Advertisers' Index



features



138... Republic F-84F

This month's subject from Richard J. Caruana is the Republic F-84F Thunderchief



148... Albatros D.V

Nick J. Wigman builds the new 'ProfiPack' Albatros D.V in 1/48th scale from Eduard



160... Storm-bomber

Richard A. Franks gets away from his computer and actually builds a kit - the new Me 262A-2a from tamiya in 1/48th scale



170... Armoured Owl!

John McIlmurray builds MPM's Focke-Wulf Fw 189 V6 in 1/72nd scale



180... The Freighter's Swan Song?

Adrian M. Balch converts the Airfix Bristol Freighter



184... Quick Build

Trevor Pask tackles the new B-58A Hustler in 1/144th scale from Academy

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Fox One Decals

The latest batch of releases from this American manufacturer have been sent directly to us for review.

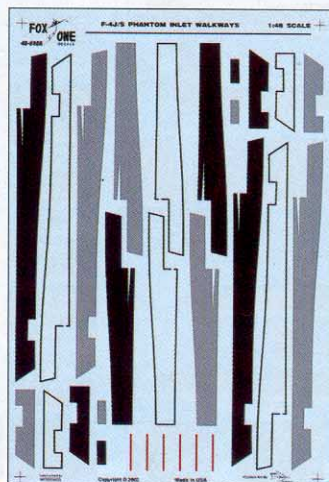
1/48th Scale

48-007 - Early Bones: B-1B Lancers

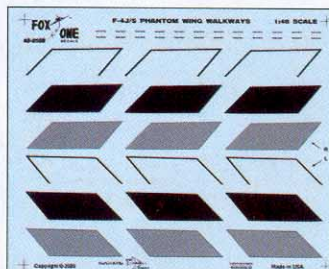
- 1. B-1B, 85-0077, 'Bones', 337th BS(H), 96th BMW(H), Dyess AFB, Texas, 1990.
- 2. B-1B, 86-0103, 'Huntress', 37th BS(H), 28th BMW(H), Ellsworth AFB, South Dakota, 1990.
- 3. B-1B, 86-0110, 'Sunrise Surprise', 46th BS(H), 319th BMW(H), Grand Forks AFB, South Dakota, 1990.
- 4. B-1B, 86-0134, 'Wild Ass Ride', 28th BS(H), 384th BMW(H), SAC, McConnell AFB, Kansas, 1990.
- 5. B-1B, 86-0134, 'Wild Ass Ride', 28th BS, 384th BW, McConnell AFB, Kansas, 1992.
- 6. B-1B, 85-0068, Combined Test Force, Air Force Test Center, Edwards AFB, California, 1988

48-009 - US Navy Phantom MiG-killers

- 1. F-4J, BuNo. 157269, '211' of VF-92 'Silver Kings', flown by Lt Curt 'Duzo' Dosé and Lt Cdr Jim 'Routeslip' McDevitt which shot down a MiG-21 on the 10th May 1972.
- 2. F-4J, BuNo. 157307, '106' of VF-31 'Tomcatters', flown by Lt Cdr Sam Flynn and Lt(Jg) Bill Johns who shot down a MiG-21 on the 21st June 1972.



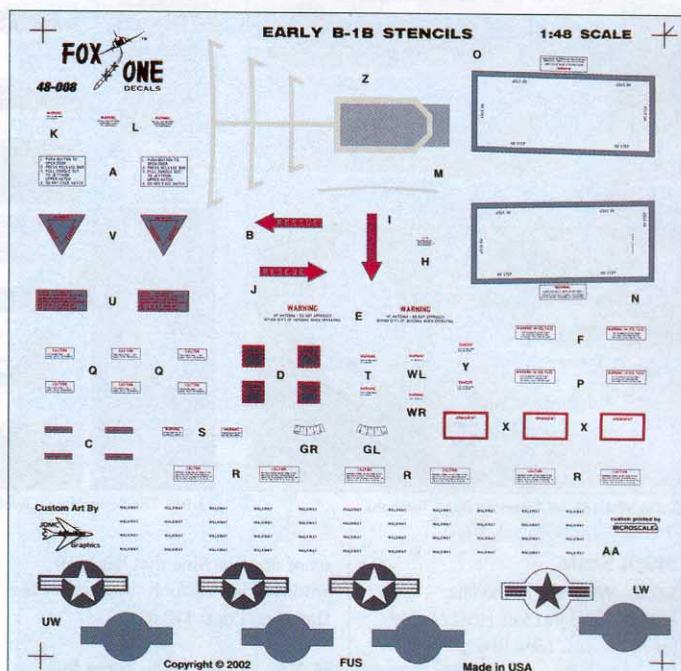
48-010 F-4J/S Phantom Walkways - Fox One Decals



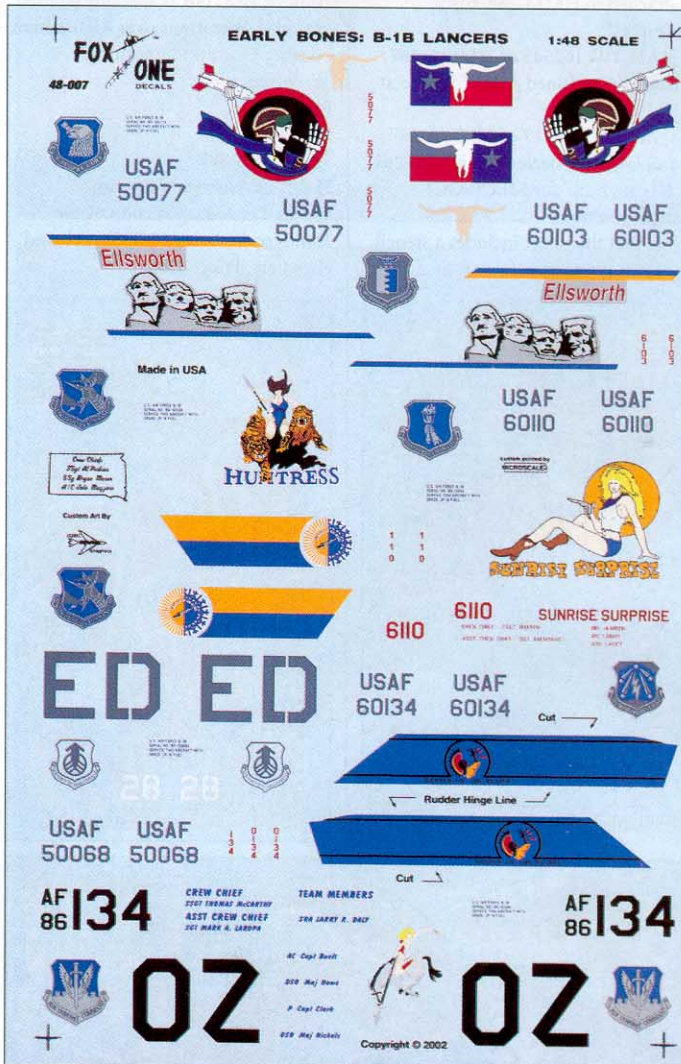
- 3. F-4J, BuNo. 157299, '206' of VF-103 'Sluggers', flown by Lt Cdr Gene Tucker and Lt Bruce Edens who shot down a MiG-21 on the 10th August 1972.

48-010 - F-4J/S Phantom Walkways

As the title states this sheet offers



above and below: 48-007 Early Bones: B-1B Lancers - Fox One Decals



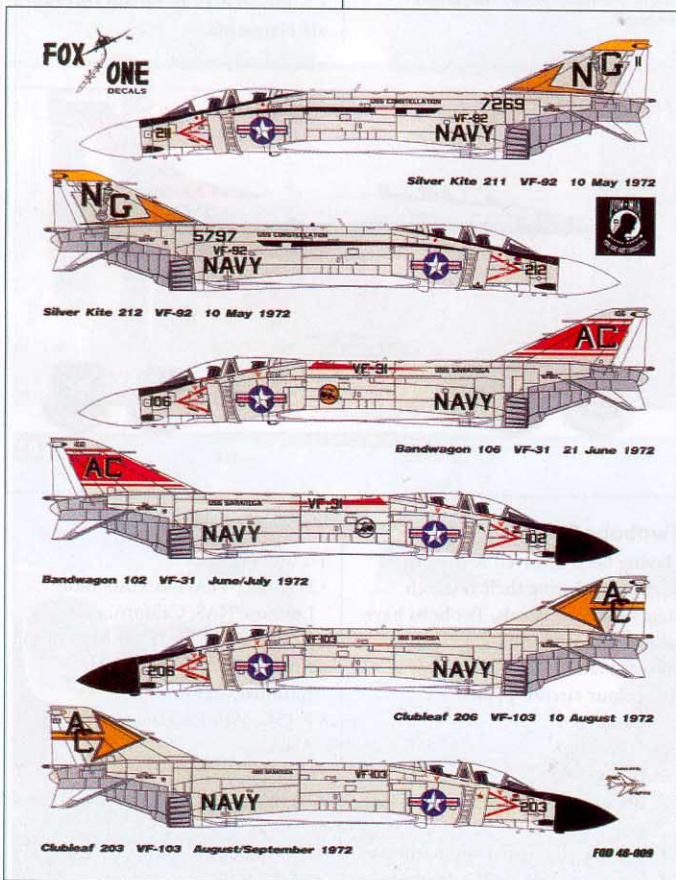
walkway markings for the USN or USMC F-4J or S in the Gull Gray over white scheme.

Conclusion

Each of these sheets is beautifully printed and in perfect register. The

instructions are very comprehensive with lots of very useful information for the modeller. Most highly recommended to all.

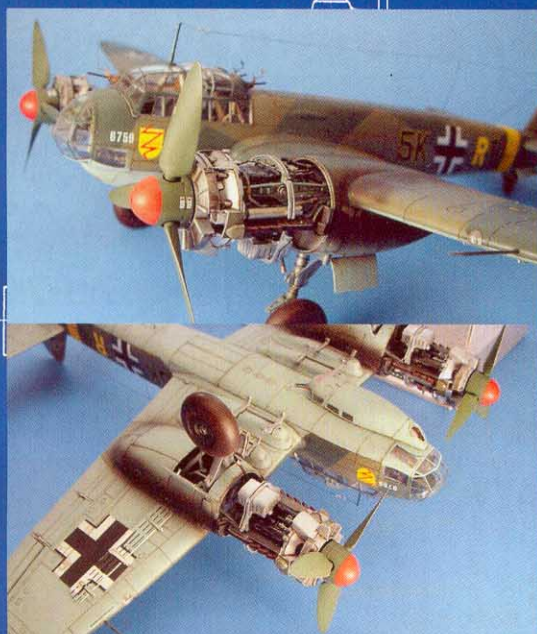
Our thanks to Fox One Decals for the review samples.



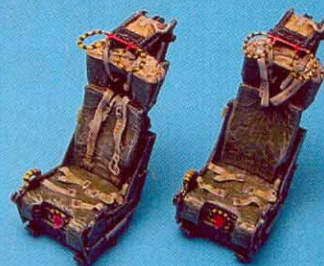
48-009 US Navy Phantom MiG-killers - Fox One Decals

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SkyModels

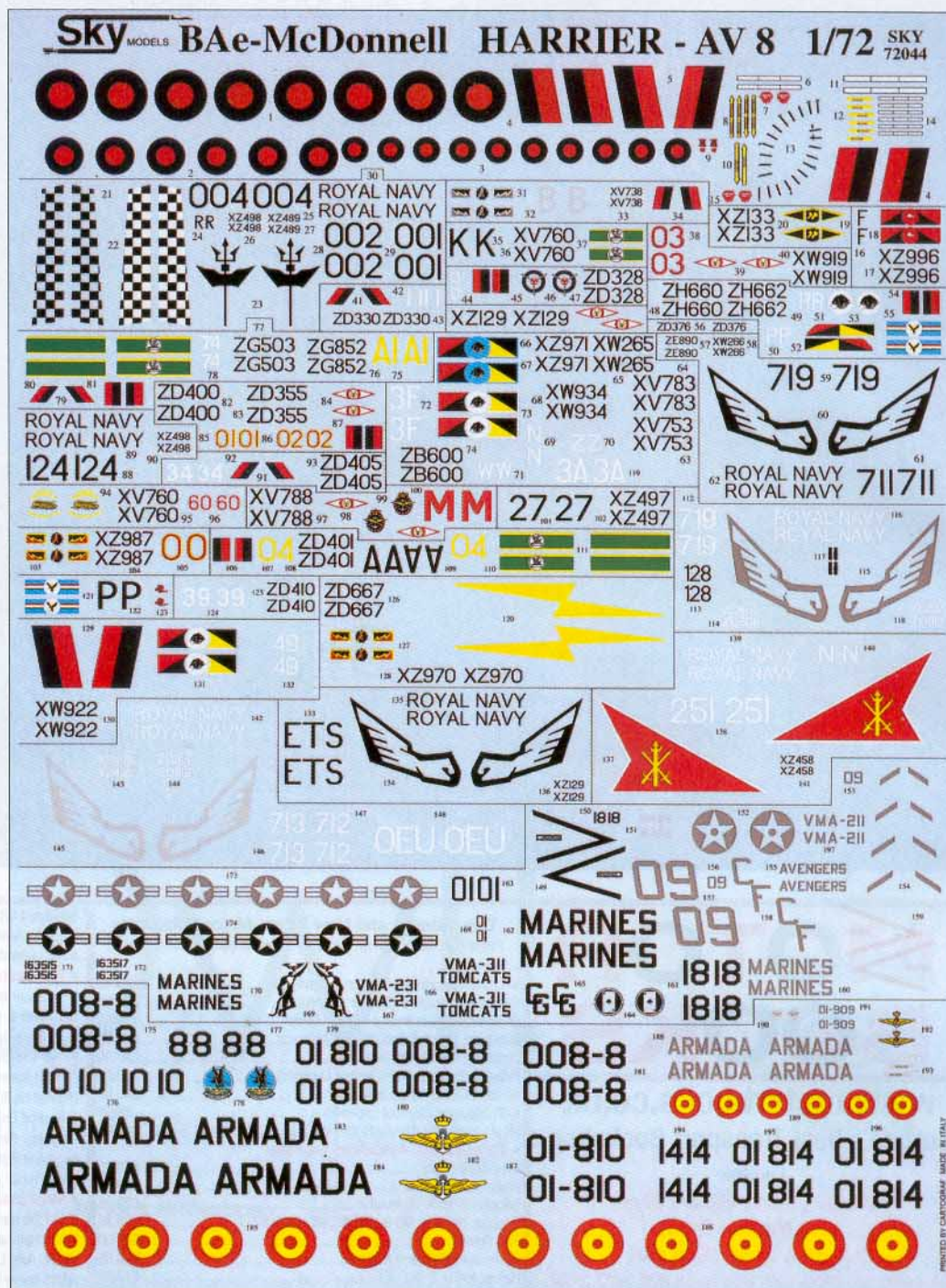
The latest couple of new sheets from this Italian manufacturer have been passed directly to us for review this month.

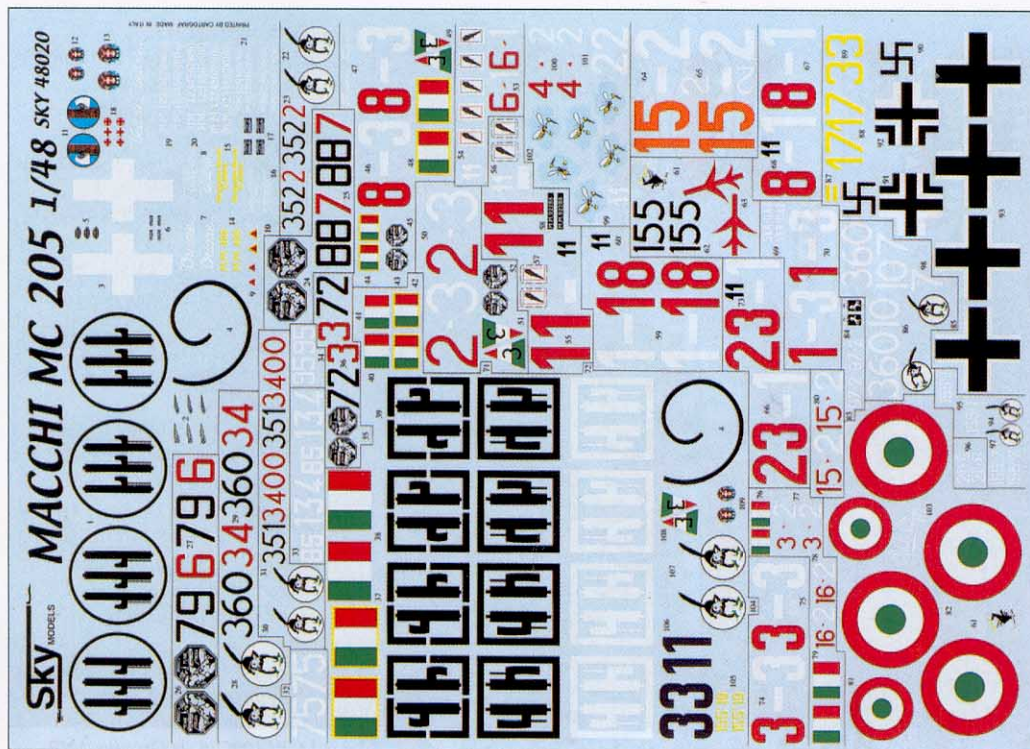
1/72nd Scale

72044 - BAe-McDonnell

Harrier/AV-8

- 1. GR.7, ZD330, No.1 Sqn, RAF
- 2. GR.7, ZG852, No.3 Sqn, RAF
- 3. GR.5, ZD328, Strike/Attack Operational Evaluation Unit, RAF.
- 4. GR.3, ZD667, No.4 Sqn, RAF
- 5. GR.3, XV728, No.4 Sqn, RAF
- 6. Sea Harrier FRS.1, No.801 NAS, FAA.
- 7. Sea Harrier FRS.1, No.899 NAS, FAA.
- 8. Sea Harrier F/A.2, SHOEU, FAA, Bosnia, 1994.
- 9. T.10ZH560, No.233 OCU, RAF.
- 10. AV-8B, VMA-311 USMC, Operation Desert Storm.
- 11. GR.5, ZD401, No.3 Sqn, RAF Kinloss
- 12. T.4, ZB600, No. 233 OCU, RAF.
- 13. GR.3, XV753, No. 233 OCU, RAF.
- 14. GR.3 (with IFR probe), XZ129, No.1 Sqn, RAF.
- 15. GR.3, XZ970, No.4 Sqn, RAF.
- 16. GR.3, XZ971, No.233 OCU, RAF Wittering.
- 17. AV-8B, VMA-231, USMC.
- 18. AV-8B, VMA-211, USMC.
- 19. GR.3, XZ133, No.1453 Flight, RAF Stanley, Falkland Islands.
- 20. GR.1, XV788, No.1 Sqn, RAF.
- 21. GR.1, XV760, No.233 OCU, RAF Wittering, 1971.
- 22. T.2, No.20 Sqn, RAF.
- 23. Sea Harrier FRS.1, XZ458, No.800 Sqn, HMS Invincible, Falklands War, 1982.
- 24. GR.3, XZ987, No.4 Sqn, RAF.
- 25. GR.7, ZD140.
- 26. Sea Harrier FRS.1, XZ497, No. 800 Sqn, HMS Hermes, Falklands War, 1982.
- 27. T.10, ZH692, No.233 OCU, RAF.
- 28. GR.1, XW922, No.233 OCU, RAF Laarbruch.
- 29. Sea Harrier FRS.1, HMS Invincible, Falklands War, 1982.
- 30. GR.7, ZG503, No.3 Sqn, RAF.
- 31. GR.5, ZD400, No.1 Sqn, RAF.
- 32. GR.7, ZD405.
- 33. GR.3, XZ996, No. 1417 Flight, RAF Belize.
- 34. Sea Harrier FRS.1, No.800 NAS, HMS Ark Royal.
- 35. T.4(N), No.899 NAS, FAA.
- 36. GR.7, ZD370.
- 37. Sea Harrier F/A.2, No.800 NAS, FAA, Operation Deny Flight.
- 38. Sea Harrier F/A.2, No.899 NAS, FAA.
- 39. VAE.1 Matador, 01-810, Escuadrilla 008, Spanish Navy.
- 40. VAE.1 Matador, 01-814, Escuadrilla 008, Spanish Navy.
- 41. T.4, XW934, No.233 OCU, RAF.
- 42. GR.3, XV760, No.3 Sqn, RAF
- 43. GR.3, XV753, No.233 OCU, RAF Wittering.





48020 Macchi Mc.205 - SkyModels

- 23. Mc.205V Serie III, MM.92214, flown by Cap. Pil. Mariotti over occupied Rome on the 6th October, 1943.
- 24. Mc.205V Serie III, 97^o Sqn, Co-Billigerant AF.
- 25. Mc.205, 1^o Sqn, 1^o Gruppo, ANR.
- 26. Mc.205V Serie III, 3^o Sqn, 1^o Gruppo, ANR based at Campodiformio in the Spring of 1944.
- 27. Mc.205V Serie III, 1^o Sqn, 1^o Gruppo, ANR.
- 28. Mc.205V Serie III, MM.9350, 3^o Sqn, 1^o Gruppo, ANR based at Campodiformio in the Spring of 1944.
- 29. Mc.205V Serie III, 2^o Sqn, 1^o Gruppo, ANR based at Campodiformio in January 1944.
- 30. Mc.205, 79^o Sqn, 1^o Stormo.
- 31. Mc.205, 351^o Sqn.
- 32. Mc.205, 75^o Sqn.
- 33. Mc.205, 85^o Sqn, 18^o Gruppo, 3^o Stormo, 1943.
- 34. Mc.205, 95^o Sqn, 18^o Gruppo, 3^o Stormo, 1943.
- 35. Mc.205, 351^o Sqn, 51^o Stormo, based in Sardinia in the Summer of 1943.
- 36. Mc.205, 155^o Gruppo, 51^o Stormo, Co-Billigerant AF.
- 37. Mc.205, 21^o Gruppo, 51^o Stormo, Co-Billigerant AF based at Lecce-Galatina in the Autumn of 1944.

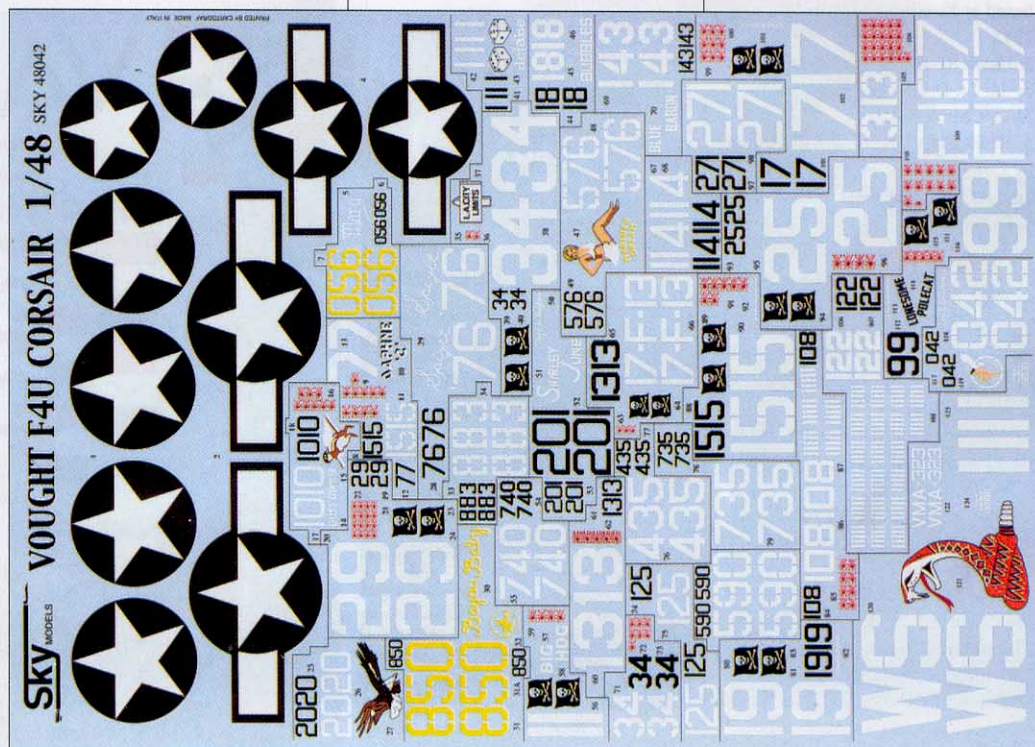
48042 - Vought F4U Corsair

- 1. F4U-1A, BuNo. 17735, VMF-215, flown by Capt. A.R. Conant, based at Torokina in January 1944.
- 2. F4U-1, VMF-124, flown by Lt. K.A. Walsh, based in the Solomon Islands in May 1943.
- 3. F4U-1, VMF-124, flown by Lt. K.A. Walsh, based at Munda in August 1943.

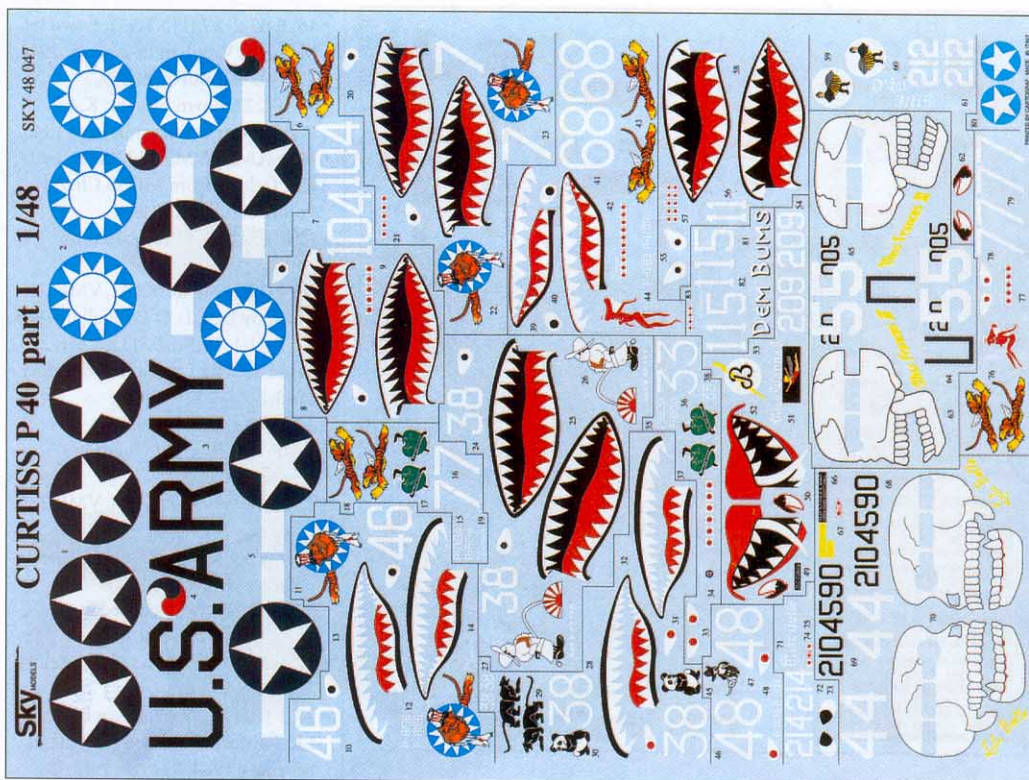
- 4. F4U-1, BuNo. 02350, VMF-213, flown by Capt. J.N. Cupp from Guadalcanal in July 1943.
- 5. F4U-1, BuNo. 03829, VMF-213, flown by Capt. J.N. Cupp from Munda in September 1943.
- 6. F4U-1, VMF-213, flown by Lt. G.C. Defabio from Guadalcanal in July 1943.
- 7. F4U-1, VMF-213, flown by Lt. F.R. Garison from Guadalcanal in July 1943.
- 8. F4U-1, BuNo. 02714, VMF-215, flown by Maj. R.G. Owens from Munda in August 1943.
- 9. F4U-1, VF-17, flown by Lt(Jg) J.A. Halford from USS Bunker Hill in August 1943.

- 10. F4U-1A, BuNo. 17649, VF-17, flown by Lt. Cdr. J.T. Blackburn from Ondonga in November 1943.
- 11. F4U-1A, VF-17, flown by Lt. P. Cordray from Ondonga in November 1943.
- 12. F4U-A1, BuNo. 18005, VF-17, flown by Lt. Cdr. R.R. Hendrick from Bougainville in March 1944.
- 13. F4U-1A, VF-17, flown by Lt. H.A. March from Bougainville in May 1944.
- 14. FG-1A, BuNo. 14056, VMF-121, flown by Capt. F.F. Pierce from Peleliu in November 1944.
- 15. F4U-A1, VMF-111, flown by Maj. G.L. Hollowell from Guadalcanal in November 1943.

- 16. F4U-2, VMF(N)-532, flown by Maj. F.H. Vaughan in January 1944.
- 17. F4U-41, BuNo. 80879, VMF-222, flown by capt. K.A. Walsh from Okinawa in June 1945.
- 18. F4U-1D, VMF-913, flown by Lt. P.C. Delong from MCAS Cherry Point, Carolina in 1944.
- 19. F4U-A1, VF111-, based on Gilbert Island in 1944.
- 20. F4U-1, BuNo. 50042, VMF-321, flown by Lt. L.L. O'Connell in 1943.
- 21. F4U-1, BuNo. 02435, VMF-225, based at Vella Lavella in November 1943.
- 22. F4U-1A, BuNo. 49850, VMF-217, based at Guam in September 1944.
- 23. F4U-1, BuNo. 17034, VMF-215, January 1945.
- 24. F4U-4, BuNo. 82166, VMA-323, based at Okinawa in June 1951
- 25. F4U-1, VF-124, based at Guadalcanal in April 1943.
- 26. FG-1, VF-122, based at Peleliu in October 1944.
- 27. F4U-1A, VF-17, flown by Lt(Jg) I.K. Kepford from Bougainville in February 1944.
- 28. F4U-A1, VF-17, flown by Lt. M.W. Davenport from Ondonga in November 1943.
- 29. F4U-1A, BuNo. 17932, VF-17, flown by Lt(Jg) D.C. Freeman from Ondonga in November 1943.
- 30. F4U-1A, VF-17, flown by Lt(Jg) D.G. Cunningham from Ondonga in November 1943.
- 31. FG-A1, BuNo. 13271, VMF-211, flown by Maj. J. Wirelands from Bougainville in January 1944.
- 32. F4U-1, BuNo. 02576, VMF-214, flown by 1st Lt. E.L. Olander from Munda in October 1943.
- 33. F4U-1A, BuNo. 17740, VMF-214, flown by Maj. G. Boyington from Vella Lavella in December 1943.



48042 Vought F4U Corsair - SkyModels



48047 Curtiss P-40 Part I - SkyModels

- 34. F4U-1A, BuNo. 17883, VMF-214, flown by Maj. G. Boyington from Vella Lavella in December 1943.
- 35. F4U-1, VMF-213, flown by Lt. W.J. Thomas from Guadalcanal in July 1943.
- 36. F4U-1, BuNo. 02487, VMF-221, flown by 2nd Lt. D.L. Bach from Guadalcanal in July 1943.
- 37. F4U-1, BuNo. 17590, VMF-215, flown by Capt. A.R. Conant from Torokina in January 1944.

48047 - Curtiss P-40 Part I

- 1. Hawk 81-A2 S/No. P-8184 flown by R.H. Neale of the 23rd FG HQ based at Kweilin, China in July 1942.
- 2. Hawk 81-A2, S/No. P-8130 flown by 1st Lt. D. Rossi of the 1st Sqn, AVG, China, 1941.
- 3. Hawk 81-A2, S/No. P-8134 flown by Col. D. 'Tex' L. Hill of the 2nd Sqn, AVG, China, 1941.
- 4. Hawk 81-A2, S/No. P-8109 flown by Lt. Col. C.H. Older of the 3rd Sqn, AVG based at Rangoon, Burma in 1941.
- 5. Hawk 81-A2, S/No. P-8146 flown by Lt. R. Smith of the 74th FS, 23rd FG based at Kunming, China in September 1942.
- 6. P-40N of the 89th FS, 80th FG based at Assam, India in 1944.
- 7. P-40K, flown by 1st Lt. M. Lubner of the 76th FS, 23rd FG based in China in the Summer of 1943.
- 8. P-40E, flown by Col. R.L. Scott, the CO of the 23rd FG based in China in the Summer of 1942.
- 9. P-40K-5, flown by Col. B.K. Holloway the CO of the 23rd FG based in China in the Summer of 1943.
- 10. P-40K-5, S/No. 429742, flown

by 1st Lt. C.J. White of the 25th FS, 51st FG based at Yunnanyi, China in the Summer of 1944.

- 11. P-40M, flown by Capt. P.S. Royer of the 25th FS, 51st FG based in China in the Summer of 1944.
- 12. P-40N, flown by Lt. F.F. Burgett of the 25th FS, 51st FG based at Yunnanyi, China in the Summer of 1944.
- 13. P-40N-1, S/No. 42-104590, flown by 1st Lt. P.S. Adair of the 89th FS, 80th FG, based in India in the Spring of 1944.
- 14. Hawk 81-A2, S/No. P-8109, flown by Lt. Col. R.T. Smith of the 3rd Sqn, AVR based in Rangoon,

Burma in 1941.

- 15. P-40E, flown by Col. E.F. Rector the CO of the 76th FS, 23rd FG based at Kweilin, China on the 4th July, 1942.
- 16. P-40E-1, S/No. 41-36402, flown by 1st Lt. D.A. Clinger, based at Kweilin, China in the Autumn of 1942.
- 17. Hawk 81-A2, flown by F. Schwartz of the 2nd PS based in Burma in 1942.

1/32nd Scale

32045 - Messerschmitt Bf 109 in Italy

- 1. Bf 109G-6/R6 Trop, 365[^] Sqn,

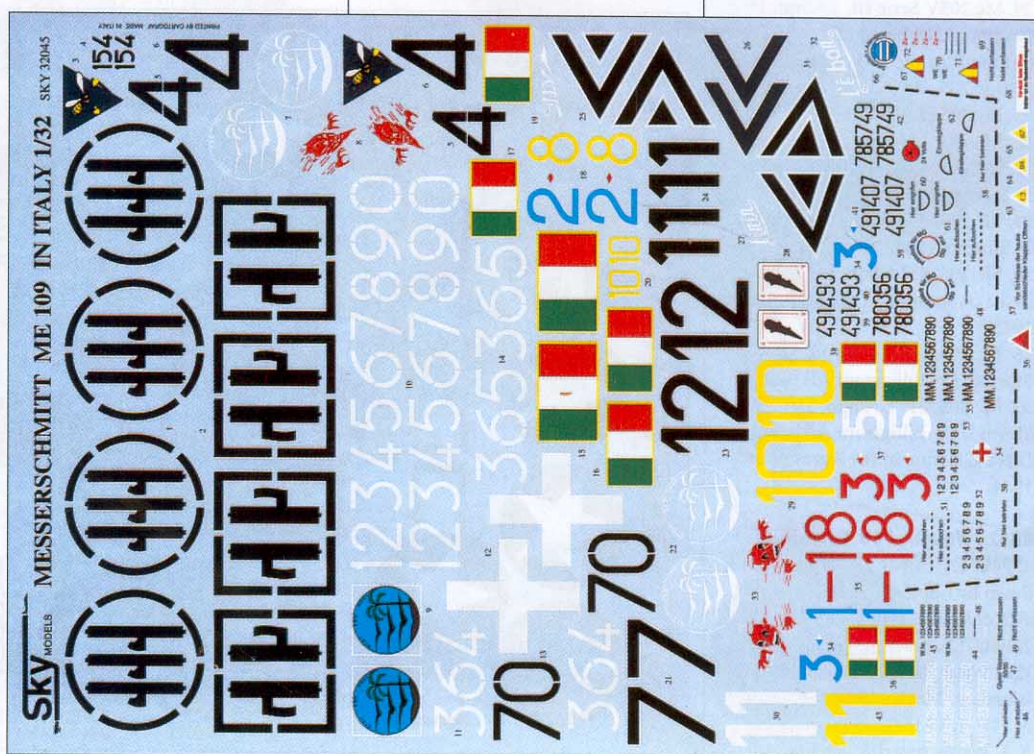
150^o Gruppo, 1943.

- 2. Bf 109G-6/R6 Trop, 70[^] Sqn, 23^o Gruppo, 3^o Stormo, 1943.
- 3. Bf 109G-6, 364[^] Sqn, 150^o Gruppo, 1943.
- 4. Bf 109G-6/R6 Trop, 154[^] Sqn, 3^o Gruppo, 1943.
- 5. Bf 109G-14, W/Nr. 7785749 5[^] Sqn, 2^o Gruppo, 1945.
- 6. Bf 109G-10/AS, 4[^] Sqn, 2^o Gruppo, ANR, flown by S.M. Baldi in April 1945.
- 7. Bf 109G-10/AS, 4[^] Sqn, 2^o Gruppo, ANR, flown by Capt. Ugo Drago in 1945.
- 8. Bf 109G-14, 2^o Gruppo, ANR, flown by Magg. Miani in 1945.
- 9. Bf 109G-6/AS (or G-10), 3[^] Sqn, 1^o Gruppo, ANR, 1945.
- 10. Bf 109G-14/AS, W/Nr. 780356, 1[^] Sqn, 1^o Gruppo, ANR, flown by Magg. Svanini Lonate in 1945.
- 11. Bf 109K-4, 2^o Gruppo, ANR, April 1945.
- 12. Bf 109G-6, 3[^] Sqn, 2^o Gruppo, ANR, flown by Serg. Megg. Pacini in November 1944.
- 13. Bf 109G-6, 2^o Gruppo, ANR, flown by Cap. Spigaglia in 1944.
- 14. Bf 109G-10/R3, W/Nr. 491493, 2[^] Sqn, 1^o Gruppo, in 1945.
- 15. Bf 109G-6, 365[^] Sqn, 150^o Gruppo, 1943.
- 16. Bf 109G-6/R3, 1[^] Sqn, 2^o Gruppo, flown by Serg. Megg. Cavagliano in 1944.
- 17. Bf 109G-6, 2^o Gruppo, ANR.

Conclusion

SkyModels certainly cram their sheets with options, and those reviewed above are no exception. These sheets are such good value that anyone interested in the subject matter would be a fool to miss out on them. Highly recommended to all.

Our thanks to SkyModels for the review samples.



32045 Messerschmitt Bf 109 in Italy - SkyModels

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modelling products

Precision Mix Systems

This is a new range of paint mixing equipment from the USA and samples have been sent directly to us for evaluation by the manufacturer

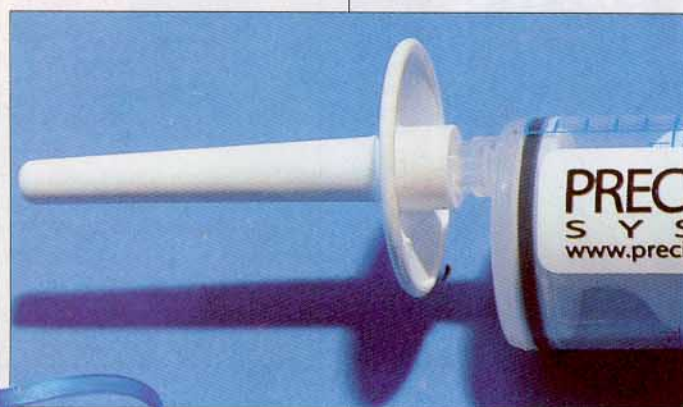
The System

What this system offers is a series of precision caps that fit a large number of current manufacturer's paint bottles. These caps make for easy paint extraction and also seal the paint in the bottle therefore extending its life and reducing your exposure to their fumes etc. The next item in the system is the extractor. These are syringes that allow precise amounts of paint to be removed. Once this is done you can link two syringes together (e.g. two colours of paint, or paint and thinner) with the connector. This allows you to mix the paints (or paint and thinner) by simply pushing the plungers on the syringes back and forth and mix the paint without (we hope!) mess. The system also offers an airbrush cleaning set that comprises a syringe and an attachment to plug this into the airbrush. With the syringe full of thinners you can clean your airbrush by simply pumping the thinners

through while operating the brush - very neat and less dismantling of the airbrush will result.

Conclusion

This is certainly a system that deserves consideration by all modellers. Mixing paint can be a messy business so from that point of view it has to be a good



Xtracolor and the large (23ml) Tamiya bottles. Although not stated, as Humbrol and Xtracolor are excluded, that also means that Revell's paint tins are affected as well as they are the same 14ml size.

Currently this range is being sold in the USA via selected outlets, but worldwide distribution will be arranged. For the time being therefore all enquiries and orders should be placed directly with the manufacturer via their website (www.precisionmixsystems.com). Prices range from as little as \$1.60 for individual caps, to \$29.98 for the Deluxe Starter Sets.

Our thanks to Precision Mix Systems for the review samples.

idea. The caps, as already stated, only currently fit a number of paint ranges and these exclude Humbrol,

Brush Cleaner

Many of you will, I am sure, use a number of items to clean paint residue from your brushes, but how many of you actually 'look after' the brushes? There are not a great number of 'care' products for the modeller, but for the artist there is and this one from ART2go is certainly well worth considering.

Masters Brush Cleaner & Preserver

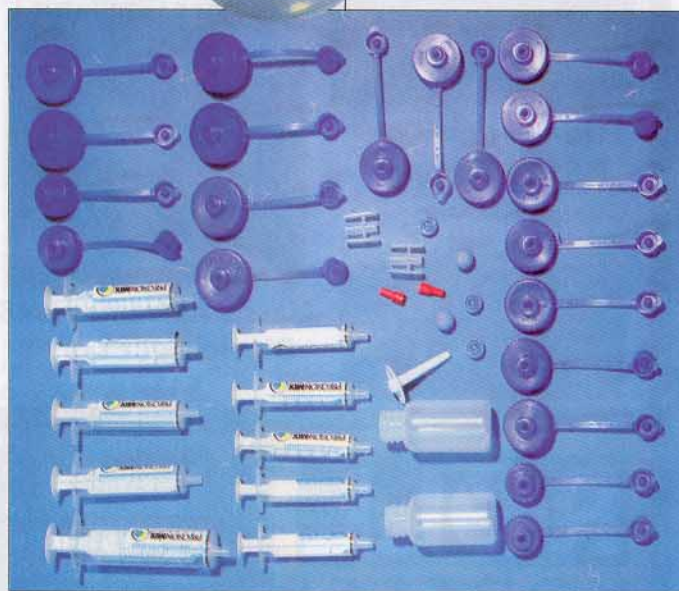
This compound comes in either 1oz or 2.5oz plastic tubs and will clean oil, watercolour and acrylics from brushes. The method of use is to wash the brush in water, then dip into the compound and work into a lather, then rinse off. You can do this as often as you like to clean the brush and to condition the brush clean lather may be left on. Of

course, the compound won't shift things like enamel and acrylic modellers' paint, but at least you can use hard thinners (white spirit and cellulose) on the brush then 'restore' and 'condition' it with this compound.

Conclusion

All in all a good little product that will be very useful in your tool kit. It is certainly worth investing in a tub, as it will last for a considerable time and will extend the life of your brushes.

Our thanks to ART2go for the review sample. The 1oz tub retails for £4.25, while the bigger 2.5oz tub is £7.25. For more information contact ART2go on 01843 292333 or visit www.art2go-uk.com.



This shot shows the contents of the E Cap Deluxe Starter Set (#11102) suitable for AeroMaster, Poly S, Pactra and Model Master paint bottles - Precision Mix Systems



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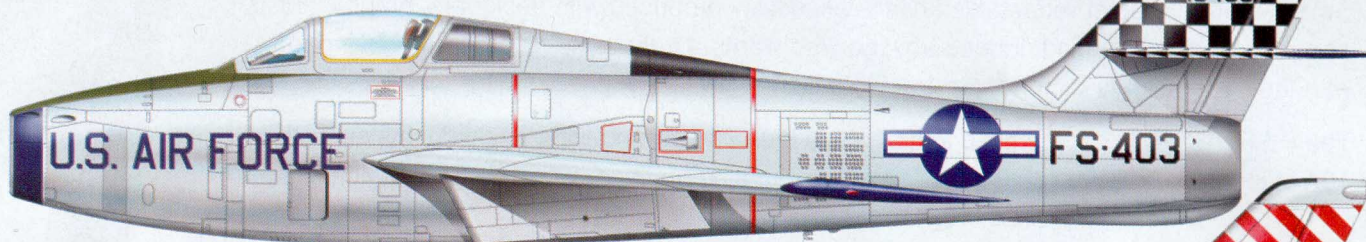
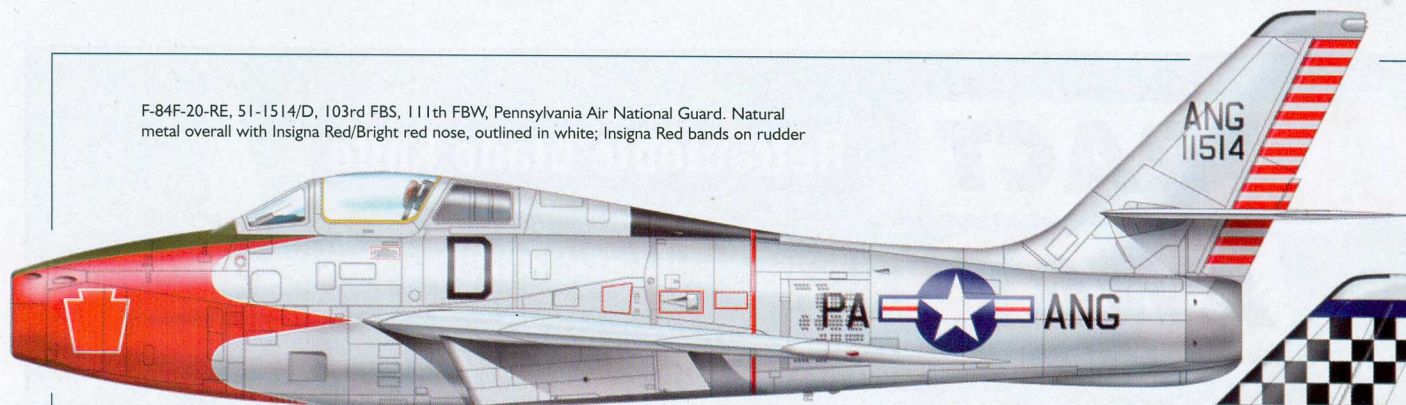
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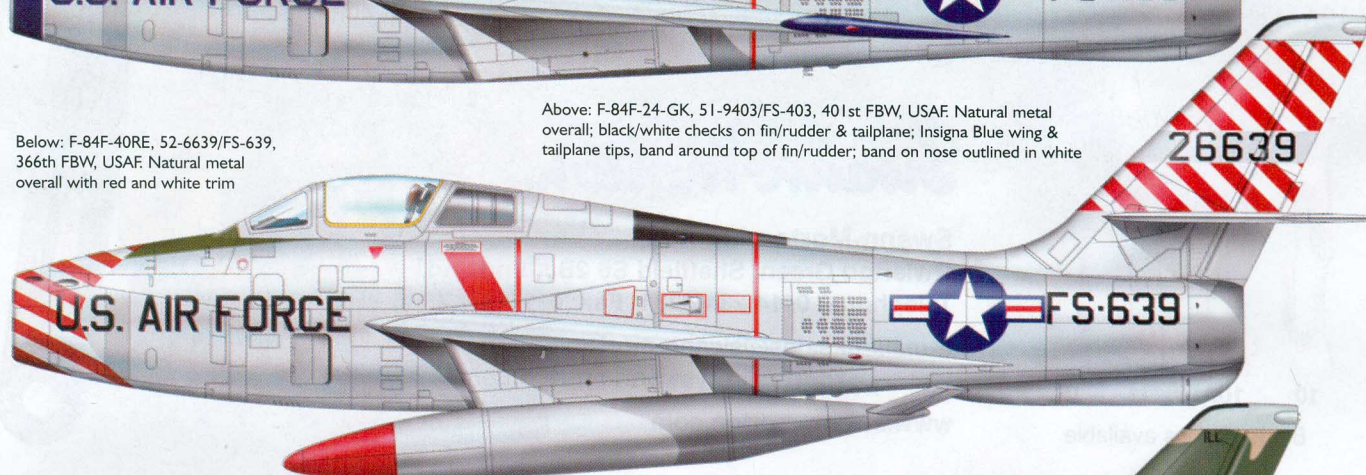
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F-84F-20-RE, 51-1514/D, 103rd FBS, 111th FBW, Pennsylvania Air National Guard. Natural metal overall with Insignia Red/Bright red nose, outlined in white; Insignia Red bands on rudder



Above: F-84F-24-GK, 51-9403/FS-403, 401st FBW, USAF. Natural metal overall; black/white checks on fin/rudder & tailplane; Insignia Blue wing & tailplane tips, band around top of fin/rudder; band on nose outlined in white

Below: F-84F-40RE, 52-6639/FS-639, 366th FBW, USAF. Natural metal overall with red and white trim

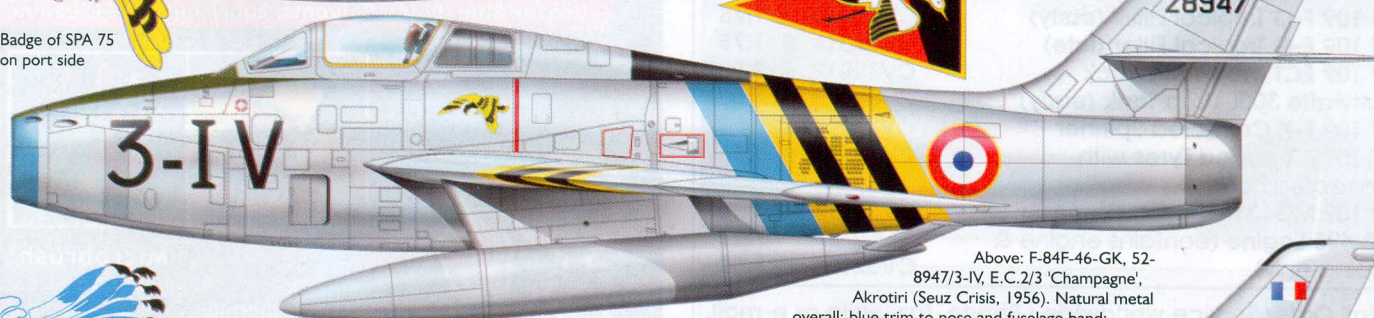


Below: F-84F-35-GK, 51-9469, 169th TFS, Illinois Air National Guard. Shadow Green (FS.34079), Olive Drab (FS.34102) and Tan (FS.30219) with Pale Grey (FS.36622) undersurfaces. Note the lower sections of the underwing pylons are painted in Shadow Green



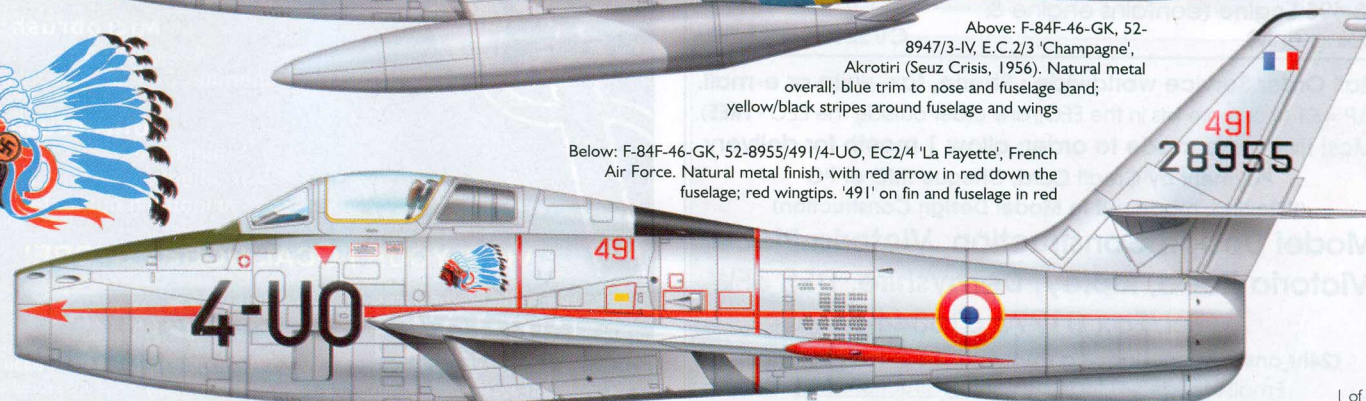
Badge of SPA 67 on starboard side

Badge of SPA 75 on port side



Above: F-84F-46-GK, 52-8947/3-IV, E.C.2/3 'Champagne', Akrotiri (Seuz Crisis, 1956). Natural metal overall; blue trim to nose and fuselage band; yellow/black stripes around fuselage and wings

Below: F-84F-46-GK, 52-8955/491/4-UO, EC2/4 'La Fayette', French Air Force. Natural metal finish, with red arrow in red down the fuselage; red wingtips. '491' on fin and fuselage in red





During its short life with the Luftwaffe, the F-84F wore some interesting unit badges, such as this JBG 36 which was photographed during a visit to Malta in May 1966. DF-324 is 53-7127, which makes it a Dash 81, the last production batch (R.J. Caruana)

F-84F Thunderstreak

by Richard J. Caruana

Designed by Republic as a swept-wing development of their initial F-84 Thunderjet, born way back in 1944, the F-84F Thunderstreak eventually emerged as a completely new aircraft. At one time, the technological leap necessary to produce this swept-wing 'version' seems to have almost defeated even Republic's vast experience in fighter aircraft design, and apart from a long gestation period, its service history was to be marked by a considerable number of accidental losses.

On the brighter side, however, the F-84F sported some exciting schemes and markings, some of which Richard J. Caruana is illustrating to accompany this feature.

For many years, the F-84 Thunderjet had formed the backbone of both United States Air Force (USAF) and North Atlantic Treaty Organisation (NATO) air forces (SAMI Vol.3 No 5; May 1997). By 1949, the F-86 Sabre's performance had virtually pushed the Thunderjet into obsolescence. Republic sought to upgrade their fighter, and the simplest method appeared to be the marrying of swept flying surfaces to a Thunderjet fuselage, combined with an upgraded power plant. In theory, this would have meant that some 55 percent of existing tooling could be used. It was most probably this claim that prompted the Air Force to tentatively approve Republic's proposal, allocating the last F-84E off the production line to become the swept-wing prototype under the designation YF-96A (Contract AF22053).

Conversion of F-84E 49-2430 at the company's experimental shop began as soon as all technical drawings had been delivered, and within 167 days

the aircraft performed its first taxiing trials. Following these tests, the prototype was dismantled and flown from Farmingdale to Edwards Air Force Base (AFB) in May 1950 where it was reassembled and prepared for its maiden flight. This was performed on 3 June 1950 by Otto P. Hass, Republic's Director of Flight. On 9 August of the same year, the YF-96A designation was changed to YF-84F; an internal competition by Republic among its employees was held to find a name for the new fighter, the one chosen being 'Thunderstreak'.

The fuselage presented few differences from the original F-84E airframe, except for the back-swept fin and rudder assembly. A completely new wing of 40° sweepback at the quarter-chord point was fitted, bringing the span down from 36' 5" (10.93m) to 33' 7" (10.24m), while wing area increased from 260sq ft (24.18m²) to 325sq ft (30.23m²). Wing airfoil was 10 percent NACA 64A010 section, maximum

thickness being at 45 percent of chord. A highly characteristic feature of the new aircraft was a wing droop of 3 degrees, 30 seconds.

The prototype was powered by an Allison J35-A-25 of 5,200lb (2361kg) thrust. Performance figures during the first test flight were encouraging, since a top speed of 693mph (1,114km/h) had been recorded at sea level, together with a range of 1,716 miles (2759km) at a cruising speed of 514mph (826.5km), and a ceiling of 38,000ft (11,556m). However, climb to 35,000ft (10,647m) took no less than 14 minutes and 48 seconds, clearly indicating the need for more power to improve take-off, climb and high-altitude performance. Republic and the Air Force immediately recognised this weakness and agreed to seek a more powerful engine. The choice fell on the axial-flow Armstrong-Siddeley Sapphire which could produce 7,200lbs (3269kg) of thrust, this having been earmarked for licence production by

editorial

Looking good!

I am sure all of you saw the changes to the style of last month's edition, and I bet a few of you were thinking that cleaner look had resulted in there being a reduction in the amount of words/coverage included. Well, you are wrong, as the January 2003 edition had no less in it than any previous 100 page edition, it just looked a lot better on the page due to a change in design, layout and font. I must admit I really like this new look, and the design team have done a great job. The text is easier to read thanks to the revision in the font used and the articles now include a lot of additional information thanks to the new 'style'. All of this I hope will increase your enjoyment of the title each month and I certainly hope the font change will satisfy those of you who have levelled complaints at us about this area in the past.

For the rest of this year the magazine will develop some new ideas for features and article types, insofar as what we cover and how it is done. I have read all your comments on the recent Readers' Survey forms and have taken a lot of



it in. You may be able to imagine what it is like doing an editorial job, but, if not, one of the main things you can often lose sight of is how the readership feels, and what they do. For me this was brought home by a number of you asking for certain types and subjects to be covered. That seems OK, but to me I thought, "but they have already been done by..." and this is often why this magazine may well not cover a



certain new kit. To me it was a simple equation, you offer 'other' subjects and you don't do what may have been done in other publications around the world. Seems like a good idea, but... you don't all read these other titles do you! This was a bit of an eye-opener to me, and I must say it brought me up sharp as I suddenly realised that a great many of you buy only this title on a regular basis. My apologies to all of you for this

oversight; I have reset my thought processes to deal with this and for the rest of the year will be covering as many of the new kits as possible, both as 'from the box' reviews and updates and correction-style articles of a more in-depth nature. I can't say we will do everything, but we will certainly try and maintain a better 'topical' content each edition, while still of course mixing this with the usual look at more involved upgrades and esoteric subjects. Variety is the spice of life they say, and this is certainly the case in model making as well. You all have certain subjects you like, but have to remember there are others out there who like other things and we have to try and give as wide a coverage as possible.

Well, with all that said I must now return to the modelling room once more and see if I can kick-start my activity once again and try and build a few features for future editions in 2003.

Until next month...

Richard A. Franko
Group Editor
SAM Publications

news update



1/72nd



The most recent addition to this series is the Fiat CR.25 twin-engine fighter (#SH7236) that retails for £15.30.



At last this manufacturer's products seem to be returning to the shelves in the UK. Here are details of the most recent items brought in by their UK importer.

1/72nd

In this scale the Spanish Republican I-15bis (#72013/£5.99) and Spanish Republican I-15 and I-16 double kit (#72074/£11.99) are now available.

1/48th

In this scale the Mustang Mk IV (#48152/£11.99), P-51D-15 Mustang (#48153/£11.99), P-51A Mustang 'USAF' (#48161/£11.99) and Mustang Mk II 'RAF' (#48162/£11.99) are all now available in the UK.



1/72nd

Due for release in Japan in this scale is the F-86F 'Sky Blazers' (#72141/¥1800).

1/48th

The only new item listed for release in Japan in this scale is the JASDF F-15J '2002 Senkyo 303FG' (#32021/¥3000).



1/72nd



New from MPM during early January was the Fokker D.XXI 'Dutch Defender' (#72517/£10.20).



1/72nd

Recently reissued from this manufacturer is the vac-form of the Tupolev R-6A/KR-6A floatplane (#020/£19.65).



1/72nd



A new resin kit of the Horten XVIII 'Fernbomber' (#7217) has recently been produced by this manufacturer and retails for £44.95.



1/48th

Available once again in this scale is the Gotha Go 229 V6 Nightfighter (#511/£27.99).



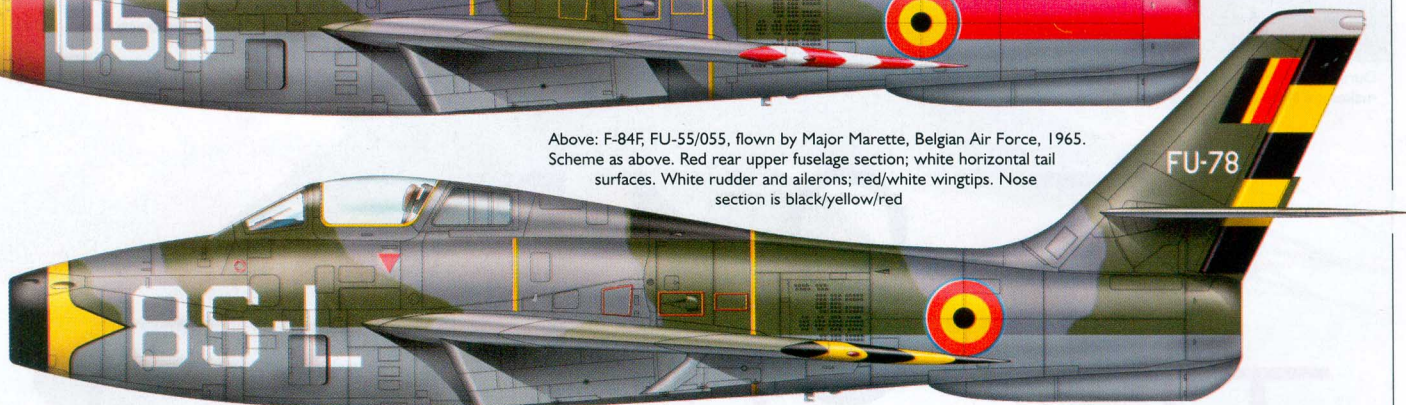
F-84F-66-RE, FU-149/RA-O, N° 27 Smaldeel, N° 10 Wing Belgian Air Force.
Dark Grey/Dark Green upper surfaces with PRU Blue undersides. Dark
Blue/White trim on nose, rudder and wingtips



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Above: F-84F, FU-55/055, flown by Major Marette, Belgian Air Force, 1965.
Scheme as above. Red rear upper fuselage section; white horizontal tail
surfaces. White rudder and ailerons; red/white wingtips. Nose
section is black/yellow/red



Above: F-84F-61-RE, FU-78/85-L, N° 31
Smaldeel, Belgian Air Force. Scheme as above.
Yellow/black trim on rudder, wingtips and nose

Below: F-84F-81-RE, 53-7127/DF-324, JaboG 36,
Luftwaffe, Hussum. Dark Green RAL6014 and Dark
Grey RAL 7012 on upper surfaces; Silver Grey
RAL 9006 undersides. Red trim to nose and
wingtips; note that horse faces forward on
both sides of fin



F-84F DB-110, I Staffel, JBG-32, Luftwaffe. Natural
metal overall with red/white sharkmouth and
blue/white eye; red wingtips. Note red/white
striped pitot tube



F-84F-76-RE, 53-0724/724, Greek Air Force. USAF scheme of Shadow Green
(FS.34079), Olive Drab (FS.34102) and Tan (FS.30219) with Pale Grey (FS.36622)
undersurfaces; wingtip and tailplane tips are red; roundels in six positions





One of a number of preserved F-84Fs in Italy is this one photographed at the Museum of Science in Milan in November 1978. It is a Dash 66, serialised 53-6805 carrying the distinctive blue fin flashes of 155° Gruppo (50° Stormo) (R.J. Caruana)

Curtiss-Wright Corporation as the J65.

The new power plant brought with it considerably changes, and delays. To begin with, the fuselage of the YF-84F – the major feature which could be built from existing jigs – had to be extensively redesigned by increasing the depth by some 7" (18cm), while the air intake in the nose was reshaped to an oval cross-section. Moreover, the licence-built J65 could not be available before September 1951, forcing Republic to re-schedule its development programme. As a stop-gap measure, the existing F-84E went through a crash redesign programme featuring an uprated J35-A-29 engine, a reinforced cockpit canopy, an autopilot, and a receptacle on the port wing to permit in-flight refuelling. Thus emerged the F-84G, which providentially was so successful that it was to be built in greater numbers than any other F-84 version, to a total of 3,025.

On 14 February 1951, the revised and re-engineered YF-84F flew for the first time at Edwards AFB, followed by two pre-production examples (51-1344 and 51-1345) with Sapphire engines. The second example was eventually to serve as the prototype for a reconnaissance version, with cameras installed in a solid nose while air intakes were fitted to the fuselage sides in the wing leading edges. Meanwhile the United States Air Force had issued an initial procurement contract (AF14803) for 274 F-84Fs, this being increased some time later to cover a total of 719 aircraft (AF18503).

It had been planned from the outset that extensive use of heavy press forgings would be used in the wing structure of production Thunderstreaks. It was discovered that there were only three presses in the whole United States which could provide such forgings, all of which were already heavily involved on other projects. The wing structure had to be redesigned so that it could be built using existing facilities. By this time, the F-84F retained only have about 15 percent commonality with its predecessors; adaptation of

the British Sapphire to American standards resulted in a heavier unit, which in turn penalised the F-84F's performance.

Into Production

The first ten production aircraft (F-84F-1-RE; 51-1346 to -1355) were powered by Wright J25-W-1 engines, the first example performing its maiden flight on 22 November 1952. Delays had thrown back the delivery dates of the first two F-84Fs to the USAF to 3 December of the same year, nearly a year later than scheduled. Installation of the specified Wright J65-W-3 (or the Buick-built J65-B-3) began with the second batch (F-84F-5-RE; 51-1356 to -1380); engines were being delivered at a much slower rate than Republic could build airframes. A number of engine-less F-84Fs had, therefore, to be taken into temporary storage until engine supplies caught up.

Refinements added to production aircraft included a revised cockpit canopy, with a upward swinging hood in place of the previous rear-sliding bubble type, the replacement of the earlier ventral airbrake with a pair of perforated units, one on either side of the rear fuselage, and the introduction of leading edge slats on the wings. Still, all was not well with the F-84F, as service experience proved the aircraft difficult to control both laterally and longitudinally, making it at times even dangerous to fly. The problem appeared to centre around the tail unit, and after more than a year of effort – and 275 examples built – Republic introduced the all-flying one-piece horizontal tailplane toward the end of 1953, on the first F-85F-25-RE (51-1621), the feature being later retro-fitted to all aircraft already in service.

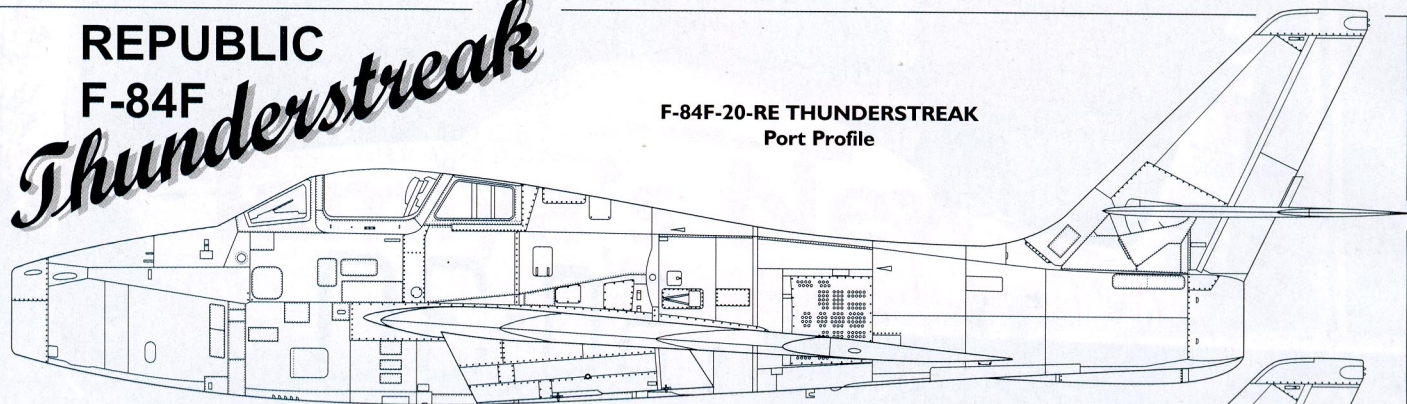
The Dash 25 can be considered as the first 'standard' Thunderstreak to appear, and it would be useful here to describe the aircraft in further detail. The aircraft weighed 13,645lb (6,195kg) empty and 25,226lb (11,453kg) gross. Performance included a maximum speed of 685mph

(1,102km/h) at sea level and 608mph (978km/h) at 35,000ft (10,647m). It could climb to 7,000ft (2,129m) in one minute while 35,000ft (10,647m) could be reached in 7 minutes and 48 seconds. Service ceiling was 36,150ft (11,000m) when fully loaded, while a combat ceiling of 42,250ft (12,852m) could be attained. Combat range was now 850 miles (1,370km), while the ferry range was 2,314 miles (3,721km). Air-to-air refuelling enabled the Thunderstreak to stretch its wings over intercontinental ranges, using Boeing's boom system which hooked into a receptacle in upper surface of the port wing. Armament consisted of six .50 in (12.7mm) M-3 machine guns with a total of 1,800 rounds; four were positioned on the forward upper fuselage deck while the other two were built into the leading edges of the wings. A pair of 450 gallon (1,703 litres) drop tanks could be fitted to pylons fitted under the wings, in close proximity to the fuselage, to which a pair of 2,000lb (900kg) bombs could be fitted in their stead. The port inboard pylon, however, could also be used to carry a Mk.6 nuclear weapon. For this purpose, the aircraft was fitted with a Low-Altitude Bombing System (LABS) which selected the opportune moment to release the bomb while the aircraft was performing a loop. Another pair of 1,000lb (450kg) bombs or a combination of rockets could be fitted to the outboard underwing pylons.

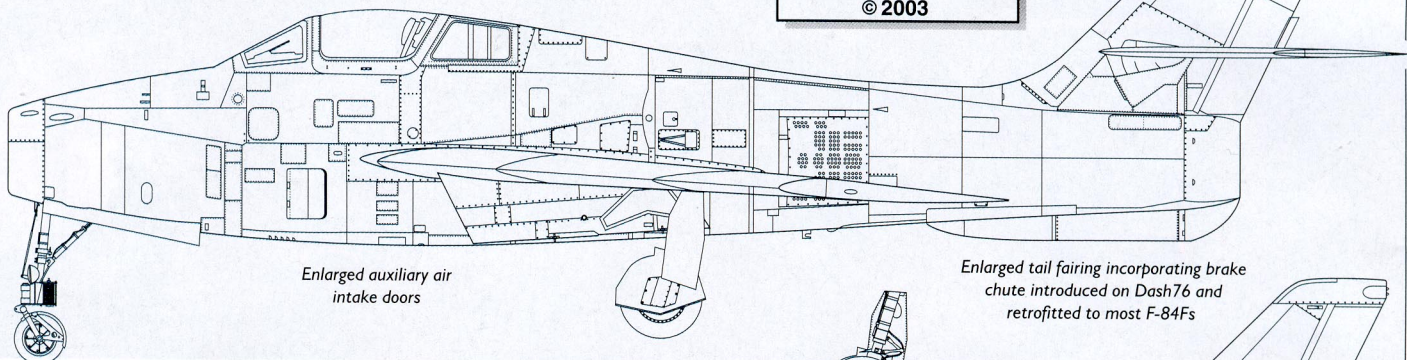
The list of modifications which the F-84F was subjected to is somewhat daunting – in procurement costs if nothing else! Millions of dollars were spent to improve the aircraft's over-sensitive hydraulic system, redesign the undercarriage units and replace the existing autopilot with the F-5 version, as the previous model proved inaccurate. Improved performance in respect of climb was registered with the introduction of the Wright J65-W-7, providing an increased thrust of 7,800lb (3,541kg) and introduced on the F-84F-50-RE in March 1955. Production of the Thunderstreak at Farmingdale

REPUBLIC F-84F *Thunderstreak*

F-84F-20-RE THUNDERSTREAK
Port Profile



F-84F-30-RE THUNDERSTREAK
Port Profile



Drawings by
Richard J. Caruana
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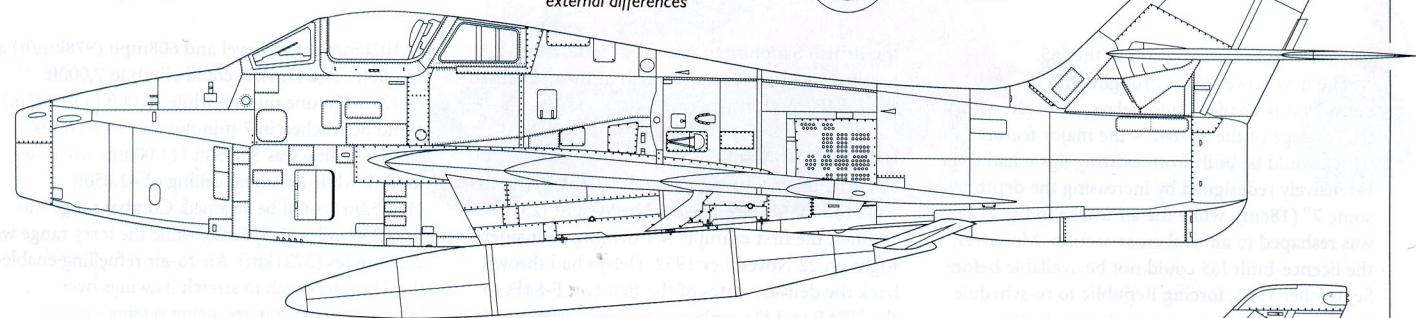
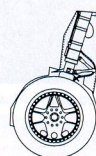
Enlarged auxiliary air
intake doors

Enlarged tail fairing incorporating brake
chute introduced on Dash76 and
retrofitted to most F-84Fs

F-84F-30-GK THUNDERSTREAK
Port Profile

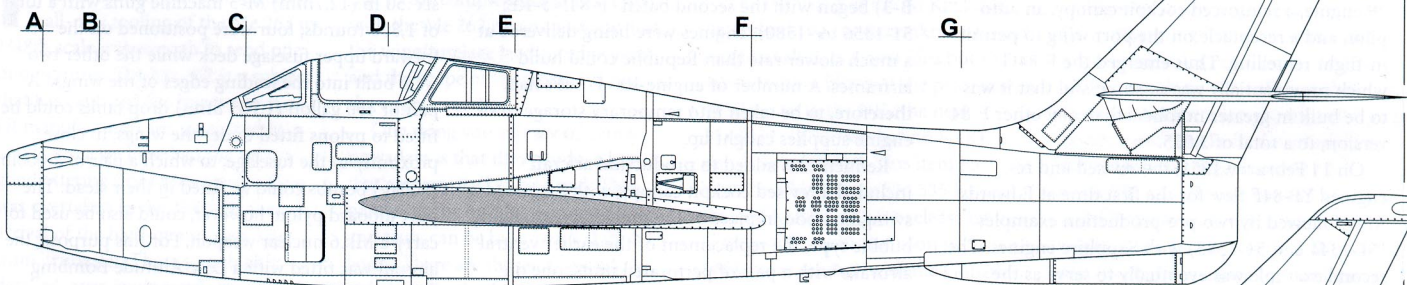
Note: General Motors-built machines
(bearing -GK suffix) display some slight
external differences

Scrap view showing
mainwheel inside face
detail



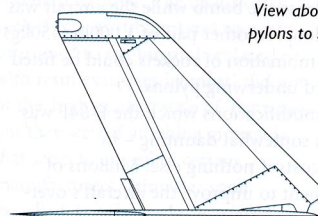
F-84F-61-RE THUNDERSTREAK
Port Profile

See other sheet for fuselage
cross-sections



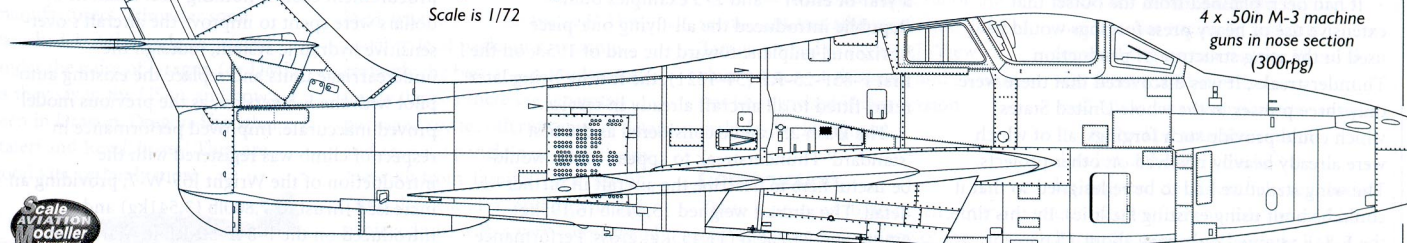
View above shown minus wings and
pylons to show details usually hidden
in those areas

Scrap view of higher fin
version



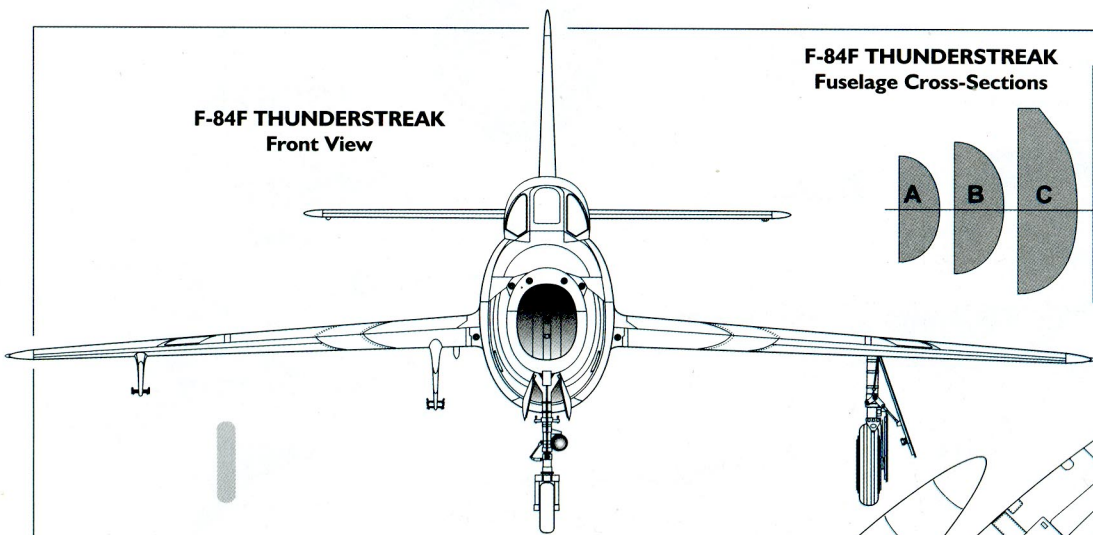
0 metres 1 2
0 feet 3 6
Scale is 1/72

F-84F-30-RE THUNDERSTREAK
Starboard Profile

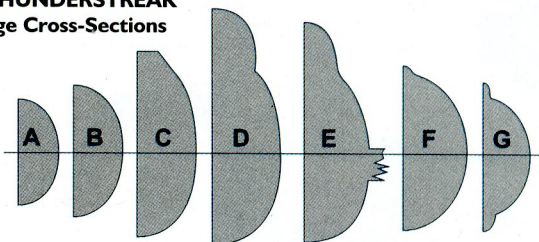


4 x .50in M-3 machine
guns in nose section
(300rpg)

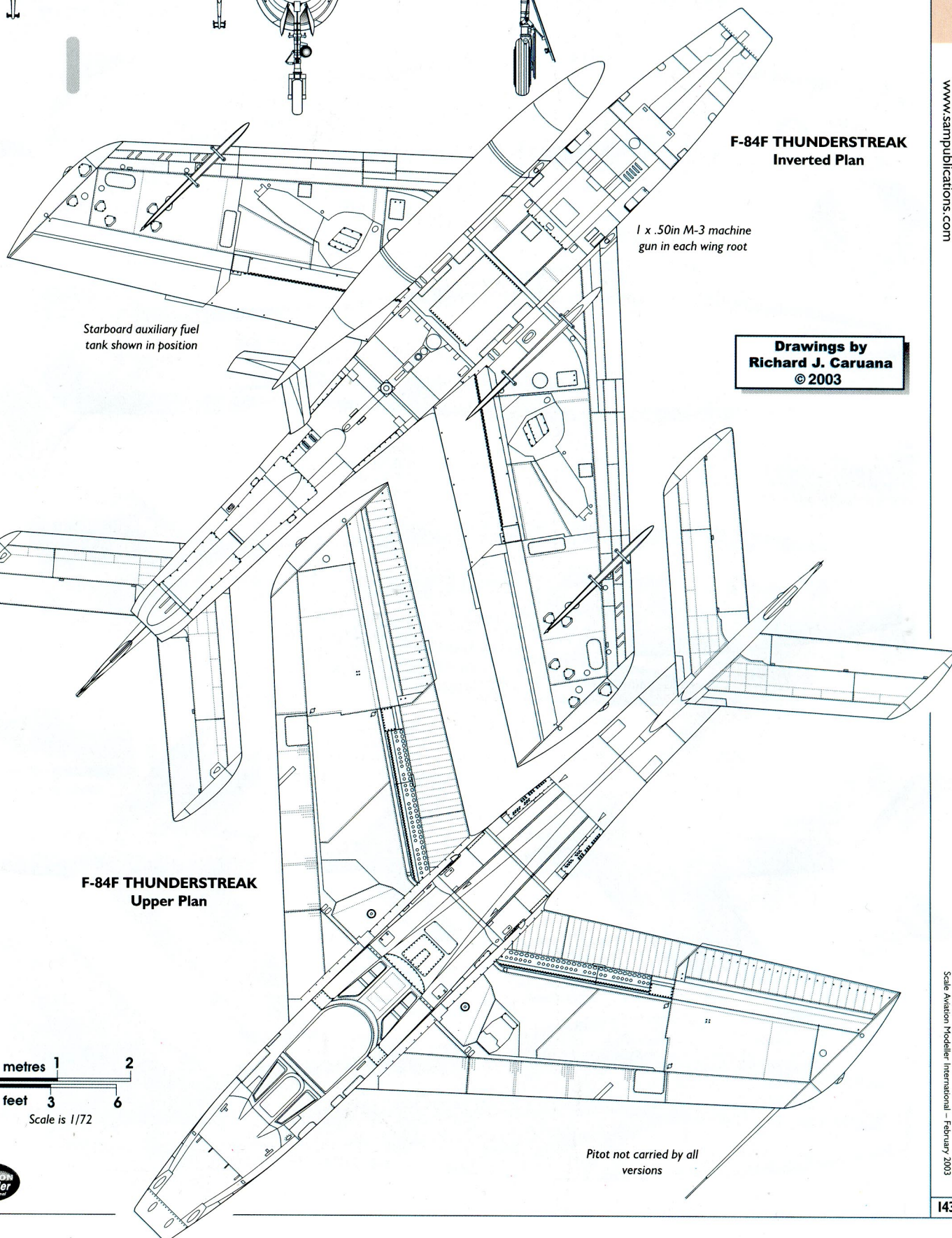
F-84F THUNDERSTREAK
Front View



F-84F THUNDERSTREAK
Fuselage Cross-Sections



F-84F THUNDERSTREAK
Inverted Plan



Starboard auxiliary fuel
tank shown in position

1 x .50in M-3 machine
gun in each wing root

Drawings by
Richard J. Caruana
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F-84F THUNDERSTREAK
Upper Plan

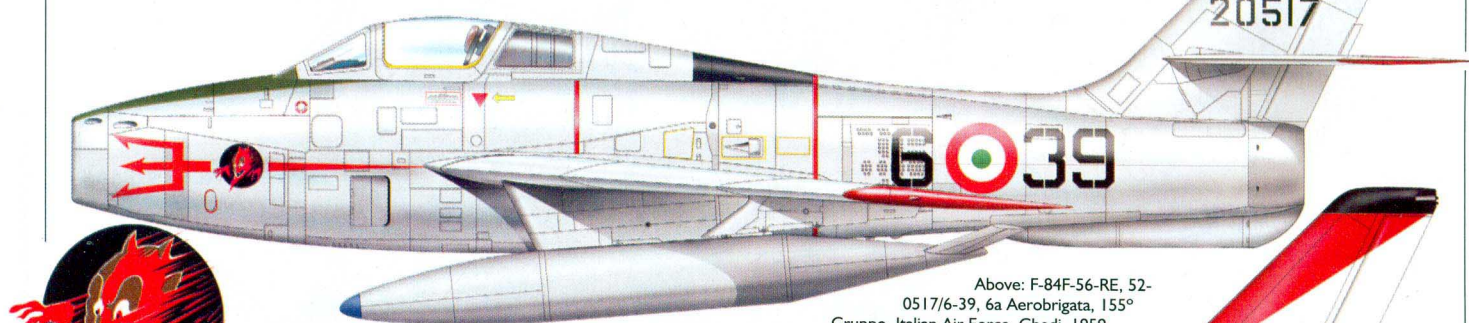
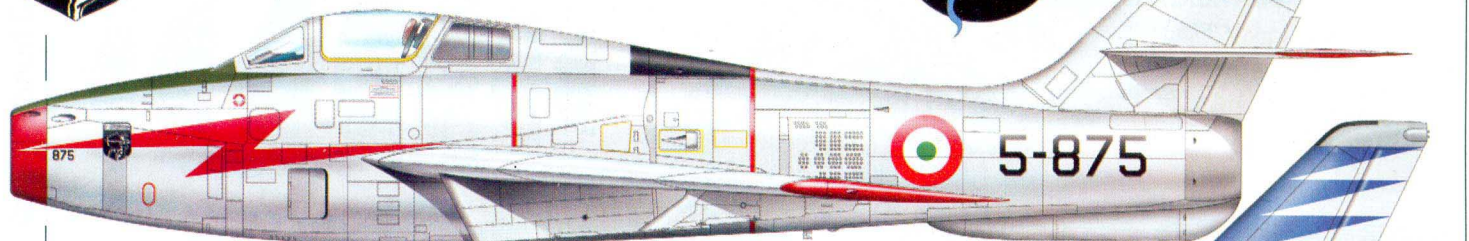
0 metres 1 2
0 feet 3 6
Scale is 1/72



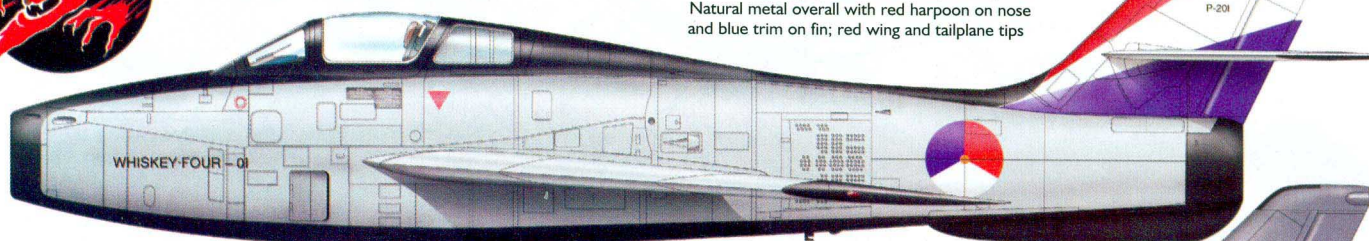
Pitot not carried by all
versions



F-84F-71-RE, 53-6875/5-875, 5a Aerobrigata, 101° Gruppo, Rimini, Italian Air Force, 1962. Natural metal overall with red nose and flash, wing and tailplane tips. Aerobrigata badge on nose and 101° Gruppo badge on fin; note '875' repeated under flash on nose

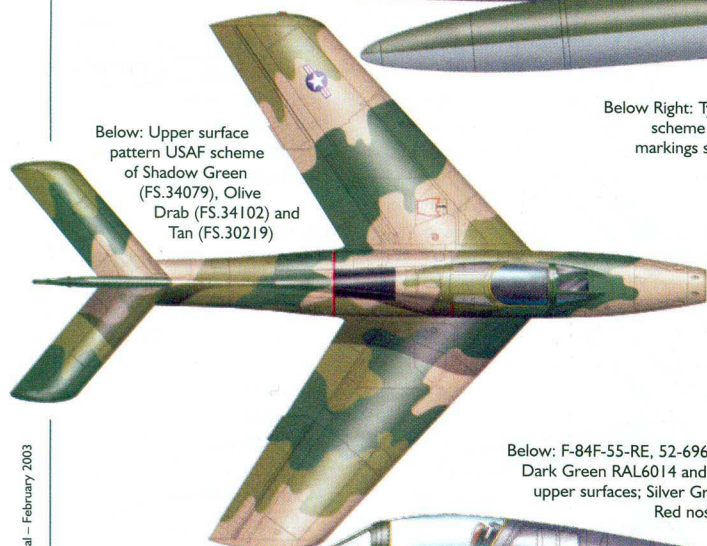


Above: F-84F-56-RE, 52-0517/6-39, 6a Aerobrigata, 155° Gruppo, Italian Air Force, Ghedi, 1959. Natural metal overall with red harpoon on nose and blue trim on fin; red wing and tailplane tips



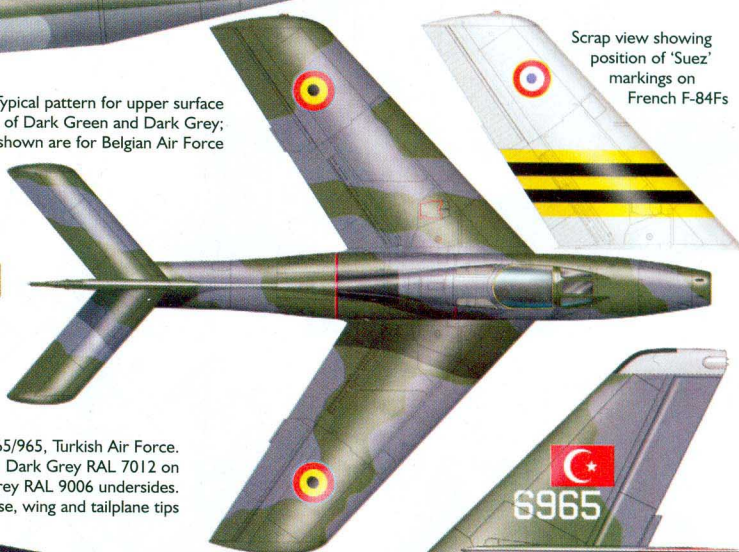
Above: F-84F P-201, 'Whiskey Four' Aerobatic Team, Royal Netherlands Air Force. Light Blue-Grey overall with black spine, nose and ventral areas, black wing and tailplane tips. Fin/rudder is red/white/blue; roundels on fuselage only

Below: F-84F-45-RE, 52-6786/P-266, N° 315 Squadron, Royal Netherlands Air Force, Eindhoven, 1968. Dark Grey/Dark Green upper surfaces; PRU Blue undersides



Below: Upper surface pattern USAF scheme of Shadow Green (FS.34079), Olive Drab (FS.34102) and Tan (FS.30219)

Below Right: Typical pattern for upper surface scheme of Dark Green and Dark Grey; markings shown are for Belgian Air Force



Below: F-84F-55-RE, 52-6965/965, Turkish Air Force. Dark Green RAL6014 and Dark Grey RAL 7012 on upper surfaces; Silver Grey RAL 9006 undersides. Red nose, wing and tailplane tips

Scrap view showing position of 'Suez' markings on French F-84Fs



F-84F-71-RE, 53-6892/36-38, previously operated by the 36° Stormo's 156° Gruppo of the Italian Air Force, during its days in storage at Vigna di Valle awaiting restoration (R.J. Caruana)

was supplemented by subcontractors such as Kaiser Metal Products of Bristol, Pennsylvania which built the rear fuselage, Servel of Evansville, Indiana which built wings, and Goodyear Aircraft which built the cockpit windshield, canopy, and rear fuselage turtle deck. A second line was established in June 1952 at General Motors (Kansas), which were distinguished by the -GK suffix to their designation in place of the usual -RE (for Republic).

Production of the F-84F Thunderstreak reached a total of 2,714. A deeper tail bumper housing a drag chute, a feature retro-fitted to all F-84Fs in service, was introduced with the F-84F-76-RE. A 16ft (4.87m) diameter parachute reduced the notoriously long landing run of 3,400ft (1,034m) by a 1,000ft (304m).

In Service

The first USAF unit to be equipped with the Thunderstreak was Strategic Air Command's (SAC) 506th Strategic Fighter Wing (SFW) at Dow AFB, Maine, in January 1954. Due to some of the problems already mentioned above, operations had to initially be restricted. Early in 1955 all flying had to come to a halt while deliveries of new aircraft were suspended. At this point, the USAF launched an operational suitability programme known as 'Project Run-In' to identify and overcome existing difficulties, and discover the real potential of the Thunderstreak. The final considerations showed that the F-84F proved to be better in the fighter-bomber role than the Thunderjet, and this was the role that it would be assigned for the rest of its operational life. The 405th Fighter Bomber Wing (FBW) at Luke AFB, Arizona, became the second unit to fly F-84Fs, followed by the 27th SFW at

Bergstrom AFB (Texas); by June 1955 12 Wings had received the new type.

Quite understandably, the USAF never really liked the F-84F within SAC. As high-speed, high-flying bombers began to enter service, the 'escort' fighter role became a thing of the past, and the Thunderstreak was passed from SAC to Tactical Air Command (TAC) where its true qualities could be better appreciated. The 141st Tactical Fighter Squadron (TFS) at McGuire AFB, the 163rd TFS at Fort Wayne (Indiana), and the 166th at Columbus (Ohio), within the National Air Guard (NAG) were deployed to Europe in October 1961 during the second Berlin Crisis to reinforce USAF units stationed there. Other units which eventually received the F-84F within TAC included the 12th, 15th and 366th TFWs, until these began to hand over their aircraft to NAG units in 1964-65 as they re-equipped with the F-4C Phantom. The 183rd TFG at Springfield (Illinois) became the last NAG squadron to fly the Thunderstreak following an investigation to establish the cause of a fatal accident in November 1971; it was discovered that over 90 percent of F-84Fs in service were suffering from structural corrosion.

As a footnote to USAF use of the F-84F, one has to mention the 1955-56 season during which the Thunderstreak was the mount of the 'Thunderbirds' aerobatic team.

NATO's Workhorse

More than half of the Thunderstreak's production went to supply NATO Air Forces with a modern and fast jet fighter bomber under the Military Aid Program (MAD).

The lion's share went to the re-emerging *Luftwaffe*, totalling 450 examples. The first 20

F-84Fs were shipped to Germany and officially handed over at Fürstentfeldbruck on 13 November 1956. These were taken over by *Waffenschule* 30 at Erding in order to establish a training school. Pilots from this school went to form the first *Luftwaffe* combat unit since the end of World War II: *Jagdbombergeschwader* (JBG) 31 at Buchel on 1 September of the following year, later moving to Norvenich. This was followed by JBG 32 at Lechfeld, JBG 33 at Buchel, JBG 34 at Memmingen, JBG 35 at Husum and JBG 36 at Hopsten. By 1961, JBG 31 had already started to replace its Thunderstreaks with the F-104G Starfighter, and all other units followed, until by 1968 most of the surviving F-84Fs had been handed over to other NATO countries. The F-104G's notorious attrition rate is well known; not so well known is that the F-84F was similarly accident prone, reaching a loss rate of 30 percent during its short service life with the *Luftwaffe*.

Deliveries in 1955 to France enabled its air force to reorganise itself on a sound footing. A total of 175 examples were supplied to equip the 1, 3, 4, 6 and 11 *Escadres*. First French unit to fly the F-84F was the EC 3 based at Reims, following the arrival of 35 examples on 4 November 1955. Then followed EC 1 at St Dizier, which was dispatched to Israel on 23 October 1956 at the start of the Suez Campaign; EC 3 followed soon, although the latter went to Akrotiri in Cyprus. Here the F-84F was to see its only combat service, the first major action being undertaken by EC 3's aircraft flying from Lydda, in support of Israeli troops, which had invaded Sinai on 29 October. Their most memorable action, however, was performed on 1 November, when the Cyprus-based F-84Fs destroyed 20 Egyptian Il-28 bombers on the



Interesting details in this view of a Greek Air Force F-84F around the mid-fuselage area includes the perforated airbrake, various air intakes just ahead of it and the drooped flaps (R.J. Caruana Archives)

ground at Luxor. Only one F-84F, together with its pilot, was lost in operations which came to an end on 6 November 1956. EC 4 became the last French unit to surrender its Thunderstreaks when they were replaced by the Mirage IIIA in 1966, by which time it was based at Bremgarten in West Germany.

Belgium received a total of 197 F-84Fs, divided between No 2 FBW (No 1, 2 and 3 *Smaldelen*) and No 10 FBW (No 23, 27 and 31 *Smaldelen*). Original procurement of 180 examples commenced on 4 June 1955 and ended on 29 January 1958, with a further 17 ex-USAF F-84Fs being supplied in April 1958 to make up for attrition. In fact, no less than 105 F-84Fs were lost in accidents during its short operational life, until replaced by F-104Gs or Mirage 5Bs in the 'sixties. On the brighter side, one finds that the Thunderstreak was found to be an excellent performer for public displays, and Belgian demonstrator pilots emblazoned their mounts with highly decorative schemes for such a purpose.

Holland received 180 F-84Fs, finding its operational use just as difficult as that of Belgium. In fact, the two neighbouring countries agreed to fund a joint training programme for their pilots in an effort to cut down on costs and improve standards. Units within the Royal Netherlands Air Force to receive the F-84F had all flown the F-84G before, these consisting of No 311, 312, and 313 Squadrons based at Vokel while No 314, 315 and 316 Squadrons were based at Eindhoven, each squadron having 25 aircraft on strength. Here, too, the Thunderstreak became popular for its public aerobatic displays.

Although the Italian F-84Fs are best remembered for the number of aerobatic display teams that thrilled numerous crowds during the late 'fifties and early 'sixties, they were also to serve extensively with *Aeronautica Militare Italiana* (AMI) units as from spring of 1956. Between 1956 and 1957, Italian F-84Fs were assigned to the 5a *Aerobrigata* (AB) (101°, 102°, 103° *Gruppi*) at Rimini Miramare, 6a *Aerobrigata* (154°, 155°, 156° *Gruppi*) at Ghedi and 51a *Aerobrigata* (21°, 22° *Gruppi*) at Istrana. Service with the 51a AB must have been relatively short, serving only to bridge the gap between the retirement of the F-86Ks and the arrival of the F-104G. By 1962, the 103°

Gruppo had replaced its F-84Fs with the Fiat G.91R (SAMI Vol.8, No 11; November 2002) followed by the 102° by 1966. At the same time, the 155° had been transferred to San Damiano (Piacenza) while the 156° *Gruppo* could be found at Gioia del Colle; the 154° had meanwhile converted onto the F-104G. In 1967, the AMI reorganised its units, doing away with the 'Aerobrigata' (Air Wing) concept for most of its units and returned to the traditional 'Stormo' structure. Thus new *Stormi* were born, such as the 8° at Cervia, until its re-equipment in 1971 with the Fiat G-91Y; the 36° *Stormo* at Gioia del Colle; and the 50° *Stormo* at

Piacenza, incorporating the 155° and 156° *Gruppi* (ex-6a AB). The latter units were destined to be the last to fly the F-84Fs operationally in Italy as they started to convert onto the F-104G in September 1971. A detailed description of Italian aerobatic teams flying the Thunderstreak can be found in SAMI Vol.6 No 5, May 2000.

It is difficult to establish with certainty the number of F-84Fs handed over to Greece. It would appear that 164 examples came from ex-*Luftwaffe* stocks, later supplemented by 18 examples from Holland in 1968. Existing units equipped with the Thunderjet moved onto the Thunderstreak; these consisted of 338, 339, 340, 342 and 349 *Mire*. By 1969, some of the Greek F-84Fs were replaced in service by the Convair F-102A and Northrop F-5, although a substantial number soldiered on for many years. It is believed that the last operational flight of a Thunderstreak in Greece took place on 28 August 1983.

Another beneficiary of ex-*Luftwaffe* F-84Fs was Turkey, receiving its first examples out of a total of 106 in 1965. Holland contributed a further 19. These were formed into six squadrons, serving operationally until 1974 when the type was phased out in favour of the F-5A.

Although its service days with its major users had been rather short and uneventful (except for the brief spark at Suez in 1956), the sheer strength in numbers and its capability in delivering a fast and low-level attack must have been of some deterrent during the height of the cold war in Europe. There is hardly a doubt that it helped hone those air forces which badly needed reorganisation in the immediate post-World War II period, and not until France and Italy managed to re-establish their aircraft manufacturing industries on a sound level did the Thunderstreak bow out of the scene. It was not the end of the line, either, for its recce version (RF-84F) served alongside practically throughout the same period, and longer in some cases; its story deserves special attention, and we will discuss it in a future issue, hopefully in the not too distant future.

Richard J. Caruana

F-84F Thunderstreak Production

Serial	Constructor/Version	Qty
49-2430	Republic YF-84F-RE	1
51-1344/1345	Republic YF-84F-RE	2
51-1346/1355	Republic F-84F-1-RE	10
51-1356/1380	Republic F-84F-5-RE	25
51-1381/1430	Republic F-84F-10-RE	50
51-1431/1510	Republic F-84F-15-RE	80
51-1511/1620	Republic F-84F-20-RE	110
51-1621/1760	Republic F-84F-25-RE	140
51-1761/1827	Republic F-84F-30-RE	67
51-931/19320	General Motors F-84F-1-GK	10
51-9321/9335	General Motors F-84F-5-GK	15
51-9336/9356	General Motors F-84F-10-GK	21
51-9357/9409	General Motors F-84F-25-GK	53
51-9410/9454	General Motors F-84F-30-GK	45
51-9455/9503	General Motors F-84F-35-GK	49
51-9504/9547	General Motors F-84F-40-GK	44
51-17061/17088	Republic F-84F-35-RE	28
52-6355/6422	Republic F-84F-30-RE	68
52-6423/6522	Republic F-84F-35-RE	100
52-6523/6642	Republic F-84F-40-RE	120
52-6643/6812	Republic F-84F-45-RE	170
52-6813/6907	Republic F-84F-50-RE	95
52-6908/7007	Republic F-84F-55-RE	100
52-7008/7017	Republic F-84F-56-RE	10
52-7018/7049	Republic F-84F-35-RE	32
52-7050/7089	Republic F-84F-40-RE	40
52-7090/7114	Republic F-84F-45-RE	25
52-7115/7126	Republic F-84F-46-RE	12
52-7127/7191	Republic F-84F-51-RE	65
52-7192/7228	Republic F-84F-56-RE	37
52-8767/8834	General Motors F-84F-41-GK	68
52-8835/8982	General Motors F-84F-46-GK	148
52-8983/9128	General Motors F-84F-51-GK	146
52-10510/10538	Republic F-84F-56-RE	29
53-6532/6715	Republic F-84F-61-RE	184
53-6716/6835	Republic F-84F-66-RE	120
53-6836/6955	Republic F-84F-71-RE	120
53-6956/7075	Republic F-84F-76-RE	120
53-7076/7230	Republic F-84F-81-RE	155
53-7231/7520	(Cancelled)	—
Total		2714

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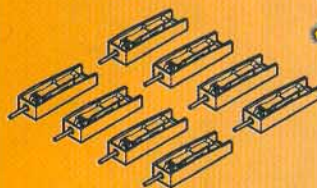
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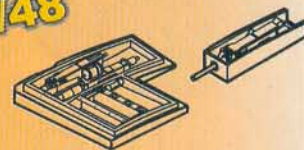
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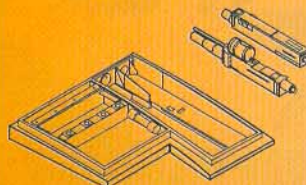
scale
1/48



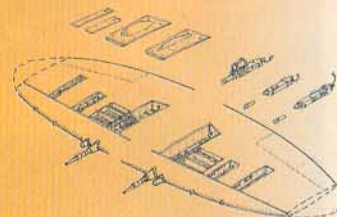
4123 Spitfire armament typ A
(photo etched parts, armament boxes for guns 7,7 mm (8 pcs.), detailed guns 7,7 mm, covers.)
for Tamiya kit



4125 Spitfire armament typ C
(photo etched parts, armament boxes for guns 7,7 mm (4 pcs.) and guns boxes 20 mm (2 pcs.), detailed guns 7,7 mm and Hispano cannons 20 mm, covers.)
for Tamiya / Hasegawa kit



4126 Spitfire armament typ E
(photo etched parts, armament boxes for guns 12,7 mm and boxes 20 mm, detailed guns 12,7 mm and Hispano cannons 20 mm, covers.)
for Tamiya / Hasegawa kit



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Folding the Albatros

by Nick J. Wigman

1/48th Scale

Manufactured by

eduard

Distributed in the UK by

LSA Models

HANNANTS



Making the new 1/48th Eduard Albatros D.V (Profi Pack) kit

The Albatros D.V was a refinement of the D.III resulting in a more streamlined fuselage of rounder cross-section. The type was developed in 1917 and still retained the same engine and wings as the earlier D.III.



Albatros D.V 'ProfiPack'

Scale: 1/48th
Kit No: 8110
Price: £
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic & Etched Brass
Parts: Plastic 54 (Khaki), Etched 71
Also Includes: 'Express Masks'
Decal Options: 4
Manufacturer: Eduard M.A.
Obtain in UK via: Hannants & LSA Models

It was found however that the wing structure tended to be the weak point of the aircraft, and there were cases of the wing folding during certain manoeuvres and this was, for obvious reasons, dangerous and undesirable. Therefore the aircraft was modified and this development was called the Albatros D.Va. The most noticeable difference in the two was that the wing bracing was increased on the D.Va, such as a bracing strut on each of the outer struts. The 160hp Mercedes engine was also replaced with a 180hp version and with this extra power, the flying performance of the aircraft was improved and the Albatros D.V/D.Va was the most common German fighter in late 1917 and 1918. By

April 1918, almost half of all German fighters were Albatros D.Vs. From May 1918, the type was gradually being replaced with the new Fokker D.VII that proved itself to be a more capable and manoeuvrable fighter.

The Eduard Kit

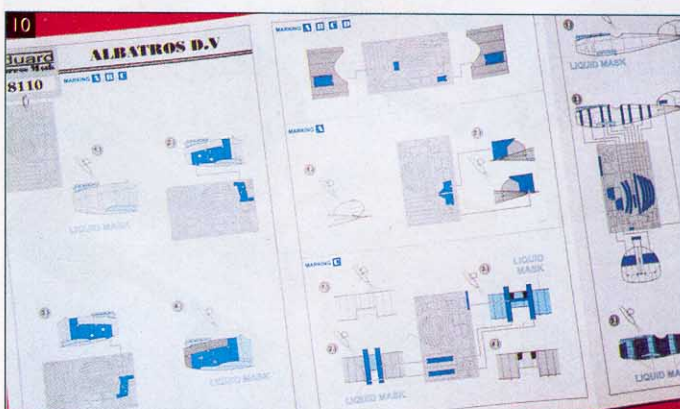
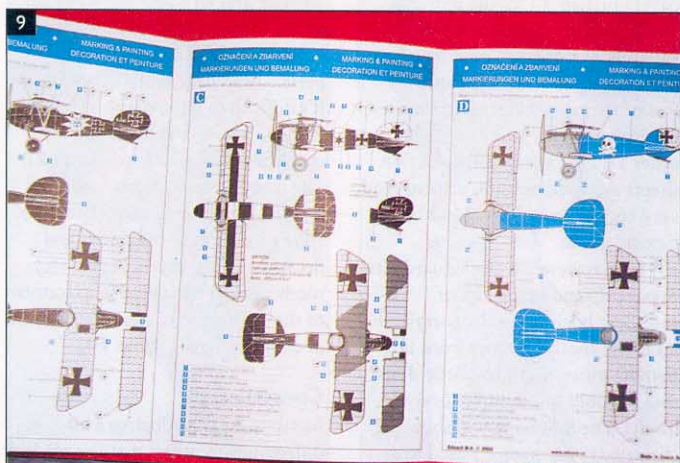
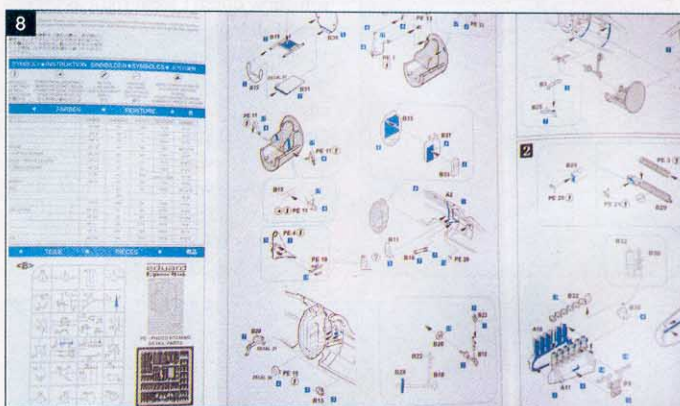
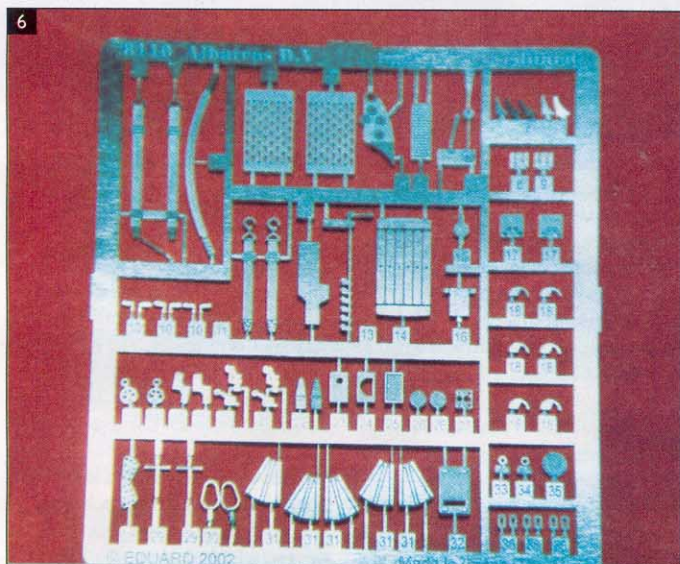
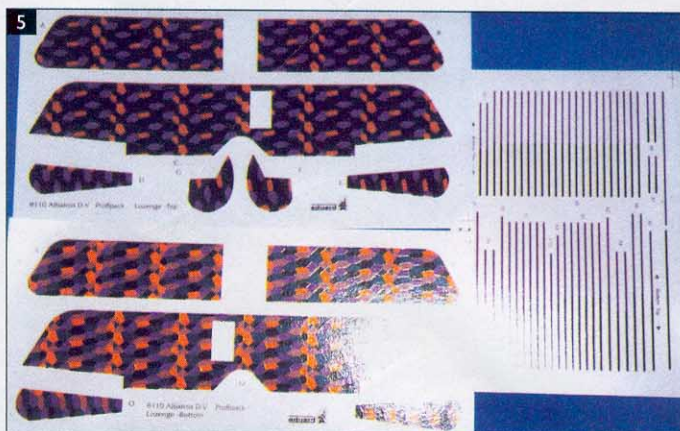
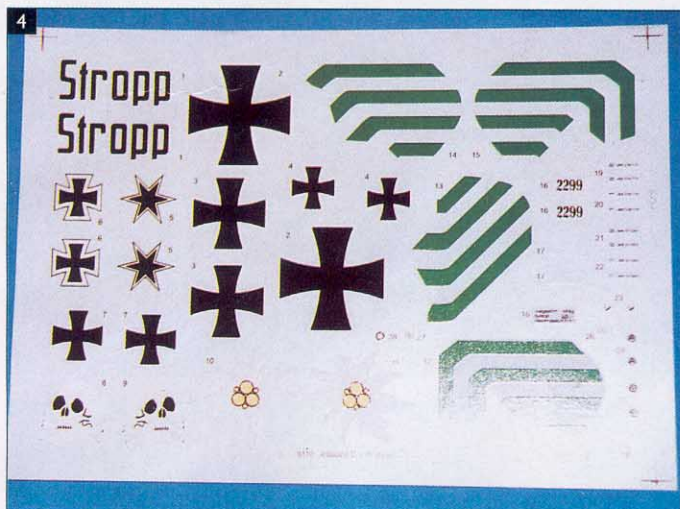
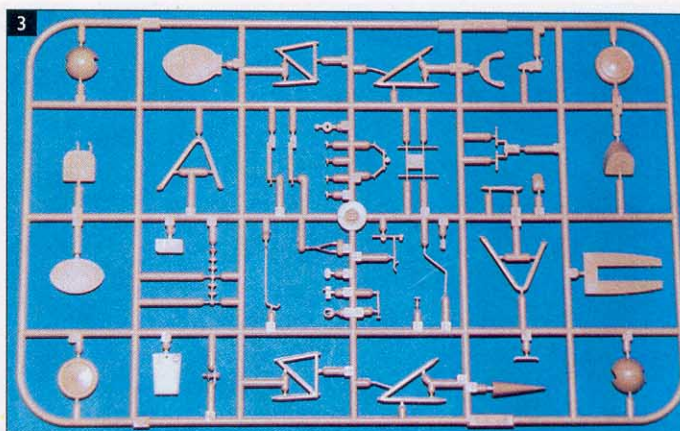
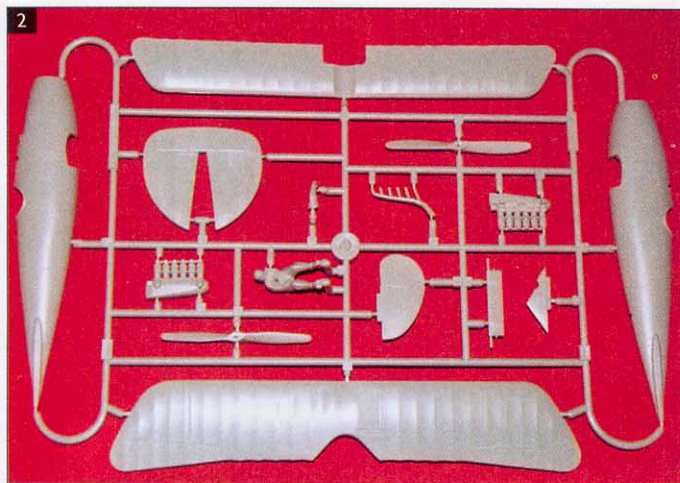
This kit is Eduard's latest offering in their WWI range and comes in a box adorned with some nice artwork depicting a strikingly coloured Albatros D.V [most likely] downing a French Spad.

Two beige sprues contain all the injection moulded parts and they are all crisply moulded and have very nice surface detail while all the panel lines are subtly recessed. Even a pilot is included in this kit for those of you

who like to include figures, but unfortunately he suffers the only sink marks in the whole kit!

The larger parts and a few of the smaller items such as engine and two styles of propeller are on one sprue. The wings are very nice, being thin, well contoured with nice rib details, and free from warp. The second sprue contains the smaller parts of the model such as cockpit parts, machine guns, struts and undercarriage. Again all these parts are crisply moulded and free from any flaws and the moulding seams are barely noticeable.

Moving on, a beautiful decal sheet is included to cover the six options in the kit, and this sheet really looks lovely having excellent register and colour density. The colour options





1/72nd

Recently released in the UK in this scale was the EH-101 Cormorant (#1226/£9.99).



1/48th

The latest release from Italeri in this scale is the Lockheed S-3A Viking (#2623) at £11.99



1/16th

Back once again in an Italeri box is the ex-Esci F-16 Cockpit (#2990) and it retails for £14.99



1/48th



We noted that in Japan recently the Fairchild Swordfish Mk I Floatplane (#61071/£4500) and its associated photo-etched bracing wire set (#61072/£1200) have been reissued.



Available in the UK during early January was the all-new tooling of the Republic P-47D Razorback (#61086), which retails for £28.99.



Also available in the UK is the A-1a version of the Messerschmitt Me 262 (#61087) which retails for £24.99.



A couple of things to note here, the first being that this American manufacturer has just announced that they have appointed Cocktail

Jouet as their French distributor. The other point relates to the retail prices we recently quoted, which were apparently incorrect, so here are the correct ones!

In this the Boeing EC-135C/N ARIAH/ALOTS (#728702) is already released and retails for \$44.98.

Due during 2003 are the Ju 88S-3/T-3 (#729202/\$21.98), Ju 88G-10 (#729204/\$29.98), Ju 88H-1/H-2 (#729205/\$29.98) and Ju 88H-4 (#729206/\$29.98).

1/48th

Items due in this scale include the P-40F/L Warhawk (#489202) at \$24.98, Henschel Hs 123 (#489203/\$29.98), P-61A,B,C Black Widow (#489204/\$59.98), F-15A Reporter/XP-61E (#489205/\$59.98) and Ta 183[N] Nightfighter (#484603/\$39.98).

Sorry for any confusion this may have caused!



1/350th

Not an 'aircraft scale' I know, but Trumpeter have released separate sets of the beautiful little aircraft kits from their recent 1/350th scale ship kits. These include boxes of the B-25B Mitchell [10 per pack] (#06201/£8.99), F4F-4 Wildcat [10 per pack] (#06202/£8.99), TBD-1 Devastator [10 per pack] (#06203/£8.99) and SBD-3 Dauntless [10 per pack] (#06204/£8.99).



1/72nd

Long-awaited again, the all-new kit of the Tupolev Tu-95MS Bear H (#1601) arrived in the UK in late December. It is a massive kit well worth its £63.95 price tag - clear the workbench for this one!



1/48th

One of the more recent releases in this scale is the Eurocopter AS.365N Dauphin 2 'Japanese Domestic Rescue' (#02818/£14.99). New kits in this scale include the MiG-19S Farmer C (#48803/£29.95) and



Shenyang FT-6 Trainer (#48813/£29.95), both of which have been scaled-down from the 1/32nd scale versions.



The next items due in this scale are apparently the Mil Mi-24D Hind D (#80310/¥1600) and Mil Mi-24P Hind F (#80311/¥1600).



1/35th

An 'armour scale' I know, but the all-new kit of the Mil Mi-4 Hound (#35101) has also arrived from Trumpeter and retails for £54.95.

1/32nd

The next item due in this scale should be the Chinese Yak-18 'Max' (#02213/¥3800).



1/24th

The long-awaited all-new tooling of the N.A. P-51D Mustang (#24001) arrived in late December. At £79.95 it is well worth having, as it comes with three resin figures!

business news

Revell Acquisition

RM Investments, Chicago, a union of private investors from the USA, Hong Kong and Germany, recently acquired all shares of the Revell Group from the former owner, Alpha International Inc.

RM Investments will in future lead the companies Revell-Monogram, LLC in Chicago and Revell AG in Bünde as a holding. Furthermore, Revell-Monogram Asia Pacific will be established in Hong Kong.

With the new partners the management in Bünde expects an enlargement of the product portfolios for strengthening the company and the Revell brand. Specifically the core business, plastic model building, shall benefit from this on a national and international basis.



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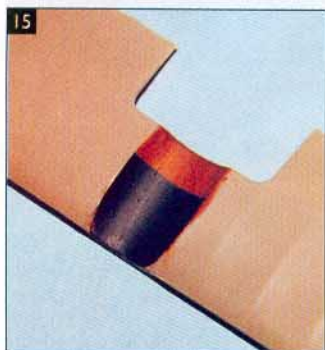
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- Revell 1/48th scale P-51D Mustang
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themselves are all very attractive and colourful; making just the one somehow doesn't seem right as they would all look great!

On the subject of decals, two sheets of lozenge decals are also included and again, their quality is obvious. One sheet is provided for each of the upper and lower lozenge and I daresay there will be a fraternity of WWI perfectionists who will debate the colours used for these lozenges [a long-standing debate!], but I

personally was happy with them.

A separate smaller sheet contains all the rib tapes and these are unusual in that each tape covers both sides of the wing as opposed to separate upper and lower colours. Each tape is lettered thus making placement easy as they are mostly of different lengths.

A nice etched fret is also included and contains parts such as Spandau machine gun barrel jackets and sights, seat belts, cockpit switches, radiator shutters, control horns and the fairings for the aileron control horns.

A comprehensive set of Eduard's 'Express Masks' is also present and covers just about all the masking you'll need to make any of the versions in this kit. The position of each mask [and there are quite a few of them] is clearly laid out in the instructions, and as with all other Eduard kits, the instruction sheets are well laid out, easy to read, very complete and include a basic rigging guide.

I have reviewed a few Eduard kits previously and at the risk of sounding boring [if I do, sorry!], this kit looks another beauty from this manufacturer, and I had little doubt that it would build into a lovely model. The following will show the construction sequence I used to

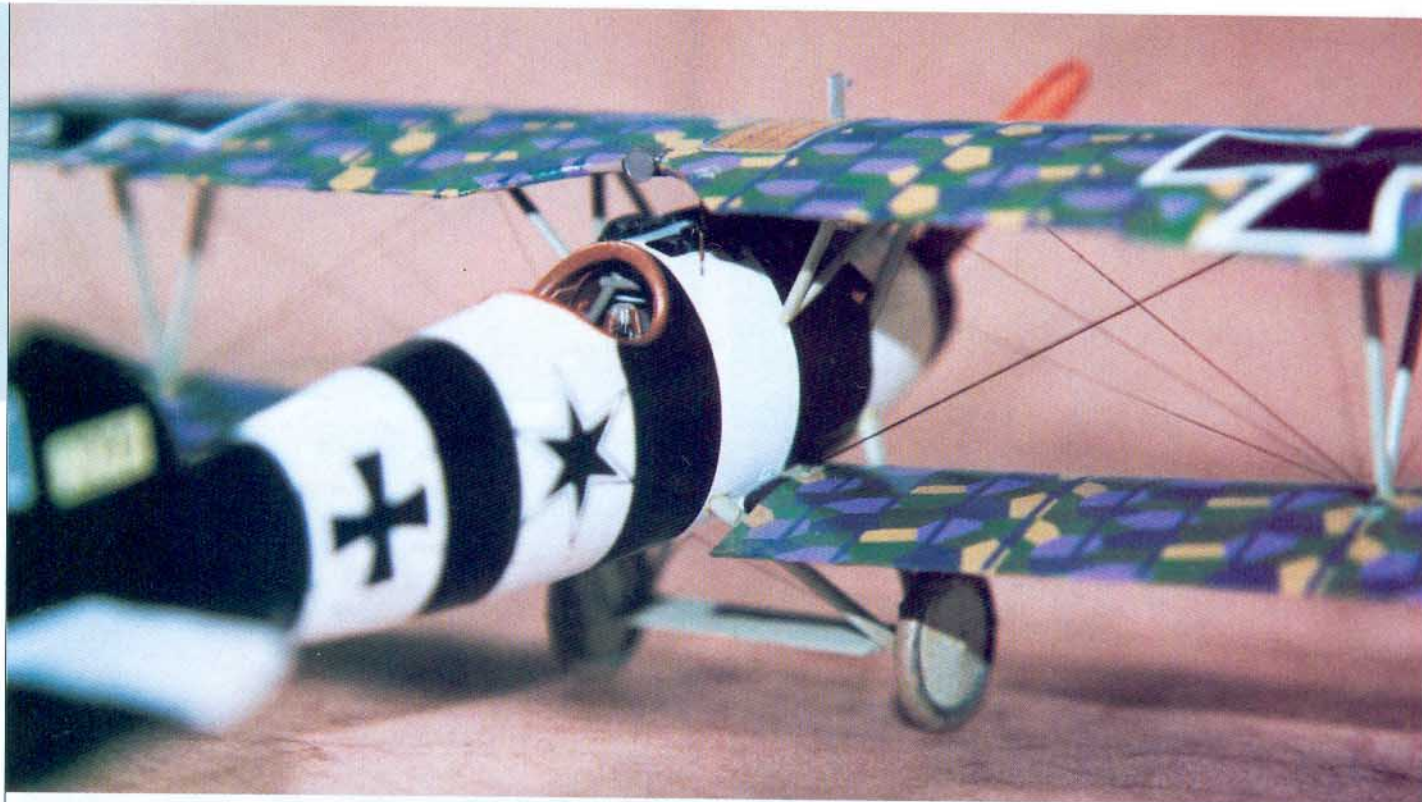
make this model...Let's see how it all goes together:

The Kit

The nice box art. That striped Albatros D.V looks real nice (Photo 1). One of the sprues contains the larger parts of the kit. The nice wing contours can be seen here, but all the mouldings are crisp and nicely detailed (Photo 2). The second sprue has the smaller items of the kit (Photo 3). The decal sheet looked lovely and covers some very striking schemes (Photo 4). The lozenge decal sheets are great: Each section of lozenge is separate and an additional sheet has all the rib tapes (Photo 5). Here is the etched fret: Eduard etched parts...need I say more! (Photo 6). It's difficult to photograph a sheet of 'Express Masks', but hopefully the outlines can be seen here (Photo 7)! The clear kit instructions...well laid out and clearly annotated (Photo 8). Here's a section of the colour and decal placement sheets. Again, very nicely done (Photo 9)! The placement of the 'Express Masks' is nicely shown in clear diagrams (Photo 10).

Construction

Just to make this Albatros a bit different from others that I've made, I



opened up a few of the nose access panels. These were drilled out and filed to shape while the wall thickness of the plastic was thinned out to give a more accurate look (Photo 11).

The fuselage was made from wood. While this was often painted over on the exterior surfaces, the interior was always left as wood. My method of simulating wood has a few steps and is easy to do. Here's the first step: two coats of [Polly S] Flesh were brush painted on (Photo 12).

I decided to prepare the majority of

the cockpit parts at this time. The ammunition/spent cartridge boxes were sprayed with Halfords Nissan silver and a cushion made from Milliput was added to the seat. The cockpit floor and bulkheads were painted flesh in preparation for applying the 'wood effect', and the seat support [lower centre] has already been given this treatment (Photo 13).

Step two: Once the Flesh had dried, a coat of thinned out Polly S Earth Red [a 'brightish' brown] was painted on using parallel strokes. This

leaves a streaky appearance and is not too dissimilar to wood grain. The exact choice of brown is totally up to the individual, and it can be made darker by applying more than one coat. A coat of thinned Tamiya Smoke [X-19] was brushed on to highlight the cockpit framing and I used RLM 66 for the engine compartment (Photo 14).

This section of the lower wing would be visible through the cockpit opening and so had to be painted in the interior colours too (Photo 15).

The larger cockpit parts have been painted here along with the engine mount. A section had to be removed from the engine mount where it is adjacent to one of the opened nose access panels. The seat cushion was dry-brushed with a medium grey to give it a slightly used look (Photo 16).

The engine is lovely and looks very accurate when assembled (Photo 17).

To further highlight the cockpit frames, a light tan was dry-brushed on to the surface and a few kit details were added such as the throttle lever. The wires were added by judging them from my references (Photo 18).

The cockpit was easy to make as all the parts fitted extremely well. Note here the engine wiring and control column wiring [the vertical wires led from the gun triggers] (Photo 19 & 20).

There are only a very limited number of instruments in the cockpit area (Photo 21).

The rudder control wires can be seen clearly here and were added from stretched sprue. The neat compass is included as a decal, as are all the instruments (Photo 22).

This view shows the loops added to the rudder bar. These were added

using stretched sprue using my references as a guide. The offset of both the rudder bar and control column is clear here, and would later match the displacement of the control surfaces to add some animation to the model (Photo 23).

The fuselage halves went together with ease and all the joins looked very good (Photo 24).

I removed the elevator in preparation to displacing it as 'droop' is evident in numerous photographs of the actual aircraft (Photo 25).

Here the drooped elevator and offset rudder can be seen and the lower wing has been added (Photo 26).

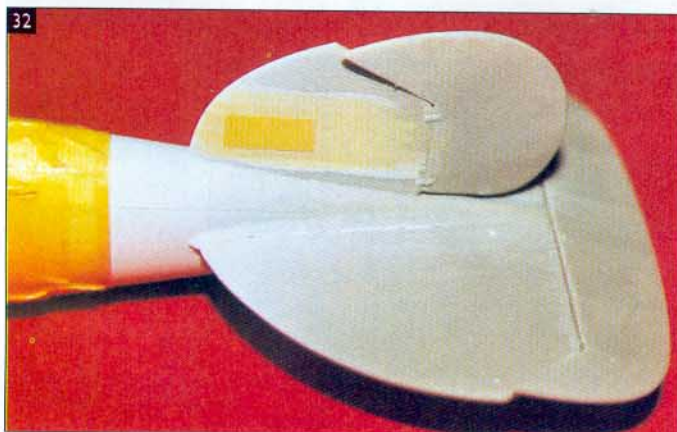
The lower wing fitted well but needed slight blending in using filler (Photo 27).

A close-up of the tail section so far (Photo 28). Masking off the various openings was not an easy job, but Blu-Tack did the trick (Photo 29)!

As I chose to finish the model in the black and white striped scheme, a few coats of white have been sprayed onto the model and some of the masking removed (Photo 30).

The white areas were masked off leaving just the areas needing black exposed. Although the masking here is included in the set of 'Express Masks', I've found that they can have trouble conforming to complex curves as they are quite thick, and so I opted not to use them (Photo 31).

The tail number is black and would not show on the black tail and so a small section needed to be masked off. The colour of the background was clear doped linen, although this was a guess as this was not stated in the instructions (Photo 32). The masking applied to the tailplanes is shown in Photo 33.







The black was brush painted on, and once the masking was removed the scheme looked striking already (Photo 34)!

The tail area so far (Photo 35). After a few 'touch-ups' a coat of Tamiya gloss varnish [TS-13] was

applied to the complete model, the decals went on with ease and they are excellent, being perfectly in register, thin and reacting well to setting solutions (Photo 36).

While the decals were drying, I displaced the ailerons by scribing

along the hinge line and using a razor saw to cut into the trailing edge. The ailerons were then gently bent to an angle and any burrs were cleaned up using the point of a scalpel (Photo 37).

I misread the instructions and proceeded to paint the whole radiator brass [as things were going so well, maybe I was becoming complacent!]. The radiator frame should be aluminium but this would be the time to apply the colour to the frame using Alclad, and the brass painted on afterwards (Photo 38).

After a coat of Tamiya gloss varnish was applied to the wing, the lower lozenge decal was applied and its fit was absolutely spot-on! This decal reacted well to setting solutions and needed no trimming. As the size of this decal matches the wing exactly, care was taken to make sure that it was placed accurately before the setting solutions were applied (Photo 39).

The upper lozenge decal was applied once the lower one had dried. Again the fit was perfect (Photo 40)!

The ailerons have separate lozenge decals, and this shows that Eduard have done their homework as the 'run' of the lozenge on the ailerons

was in just about all cases different to that of the wing (Photo 41).

The decal sheet containing all the rib tapes...it does look a little daunting (Photo 42)! The rib tapes went on well and they fit perfectly. Once these had been applied [this took a good while!] and had dried the German crosses were applied (Photo 43).

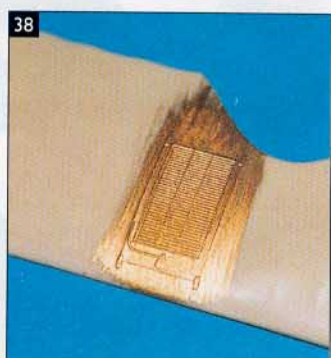
The lower wing has been completed here. I applied the decals to both wings at the same time (Photo 44). Now the model was taking shape (Photo 45)!

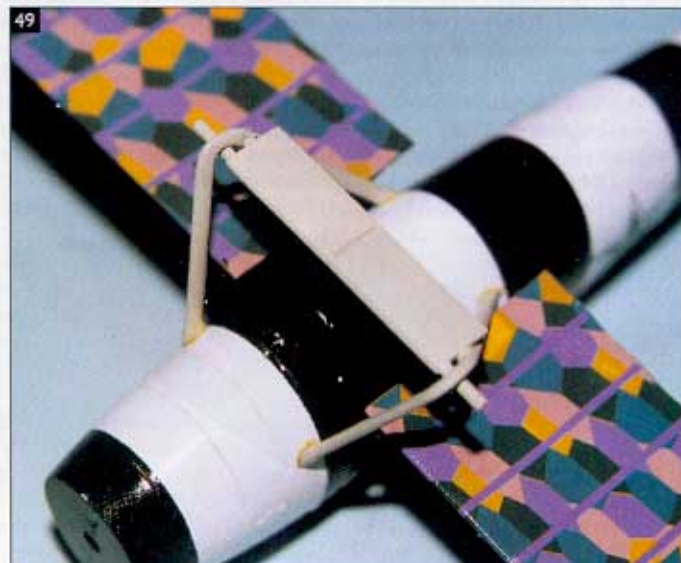
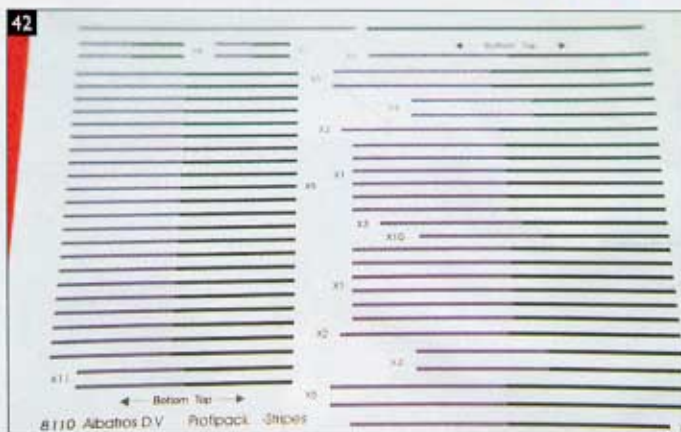
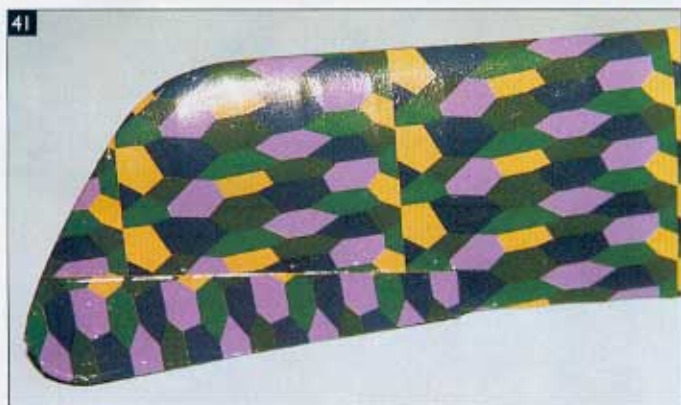
The cockpit coaming has been painted a dark brown (Photo 46).

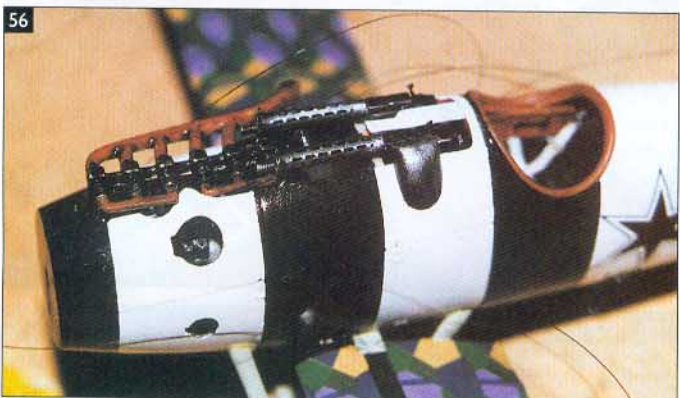
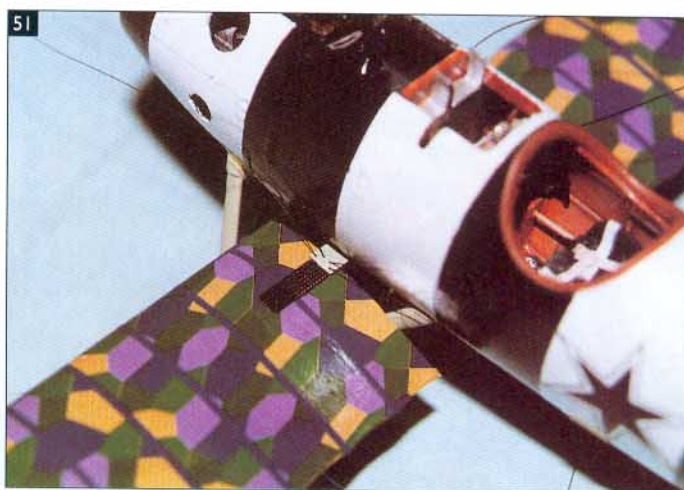
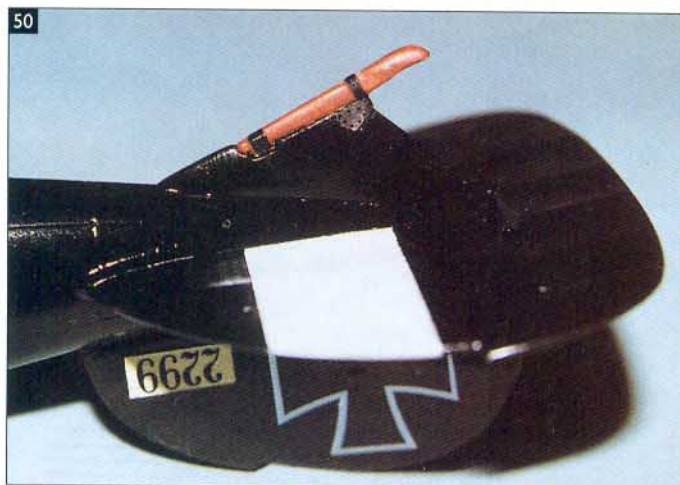
I repainted the radiator frame with aluminium and the shutter control handle was added using the kit etched parts (Photo 47).

The aileron control horns on the version I was making had a fairing and these too are included in the etched parts of the kit (Photo 48). The undercarriage parts needed little cleaning up but their placement is a little tricky as these parts need to be perfectly aligned to look right (Photo 49).

The tailskid had been added here, and it was given the 'wooden' treatment (Photo 50).







To make the rigging easier to do, and appear neater, a number of knot holes were drilled with a very fine drill in all the required positions [fuselage and upper wing. For the small etched plates that go onto the upper surface of the lower wing [four in all] however, fine nylon thread was glued to the back of each plate using Eduard Superglue...excellent stuff! The plate was then secured in place taking care not to trap any of the threads. This photo shows the small plate near the wing tip (Photo 51).

Here's the other small etched plate on the lower wing (Photo 52).

The threads for the tail surfaces were glued into small holes [drilled earlier] and the small etched parts then glued in place (Photo 53).

Once the elevator control horns were fitted, the threads were then attached. Here are the control horns in place (Photo 54).

As fitting the top wing was now imminent, the exhaust was now fitted, after drilling out its end (Photo 55).



The kit machine guns need to have their barrel jackets removed and replaced with etched ones. I used plastic rod for the barrels while the muzzles came from the kit guns. A few other etched parts also add detail to the breech assembly and the guns look very convincing when fitted in place (Photo 56).

The outer struts have been fitted here taking care to ensure their alignment by a series of test fits (Photo 57). To make this easier, I drilled into all the holes in the upper wing [which accommodate all the struts] with a slightly larger drill thus making the holes a bit deeper. The only thing I wasn't too keen on was the lack of positive locating points on the fuselage for the cabane struts, also seen here. Thus, I drilled holes in these positions to make fitting the cabane struts easier.

The upper wing has been fitted here, using the outer struts only for now (Photo 58).

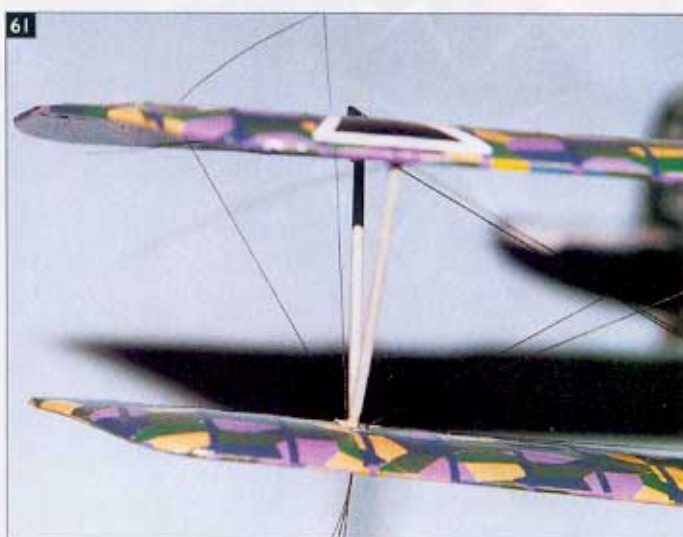
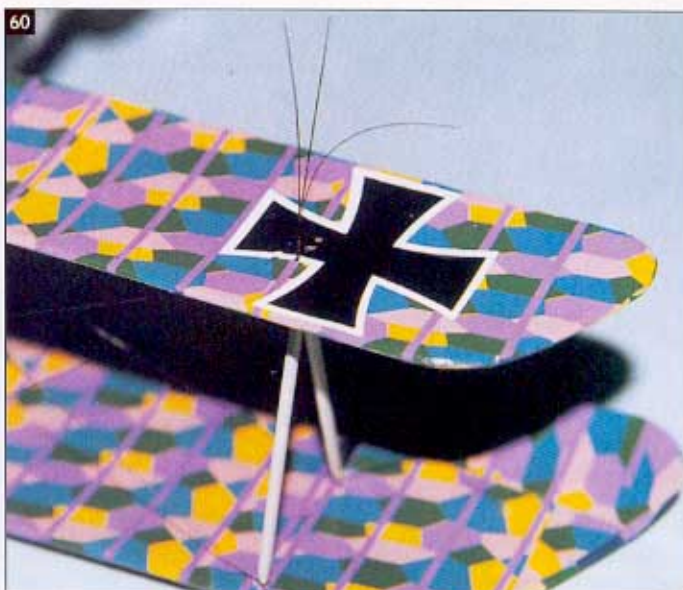
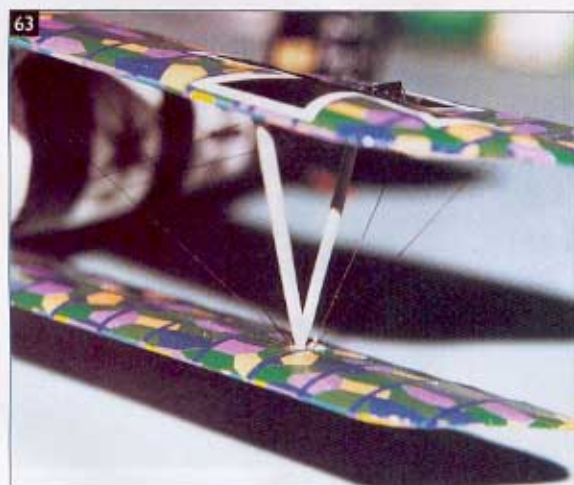
By inverting the model, fitting the

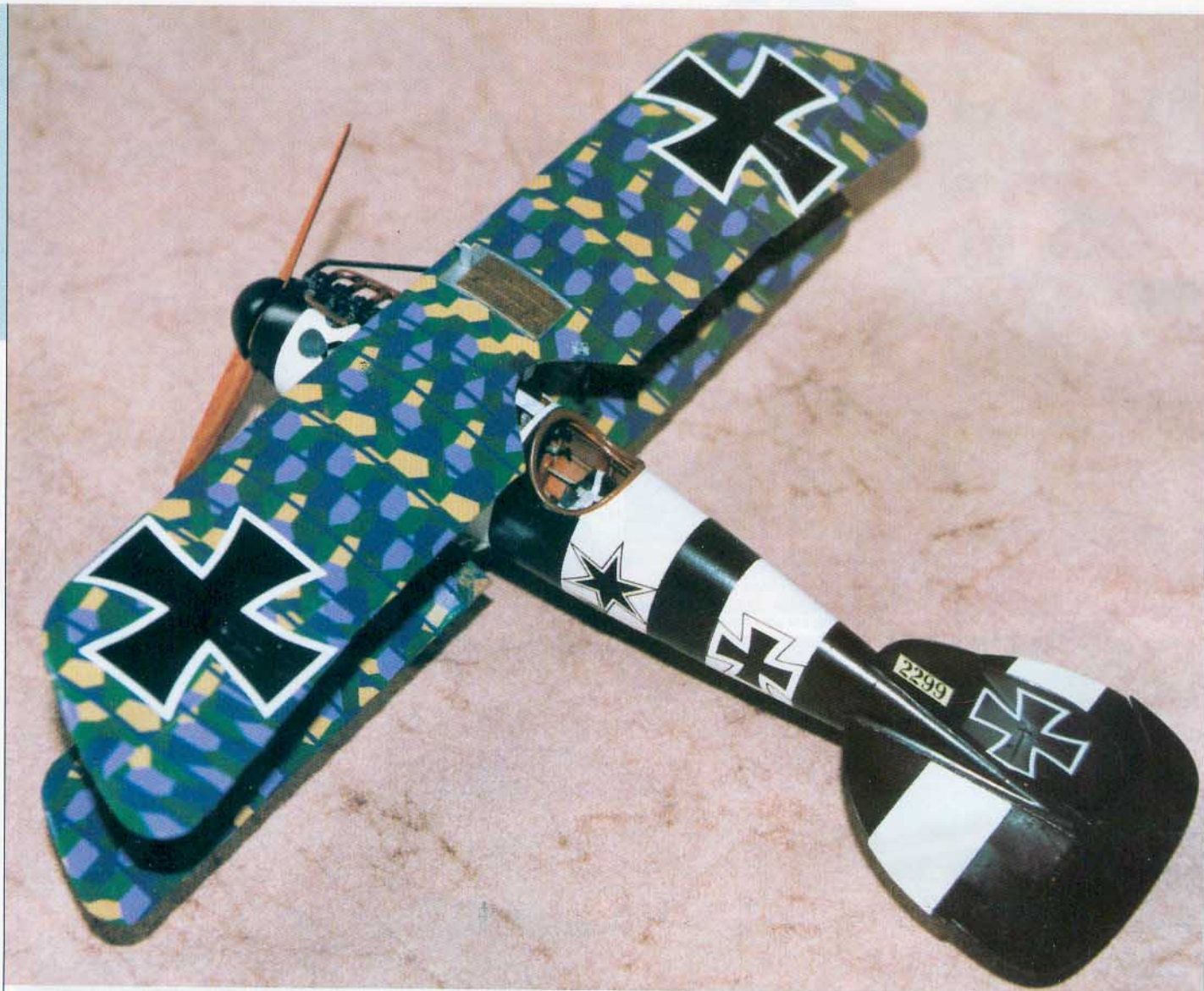
cabane struts was easy to do now that the ends of them could locate into the holes in both the upper wing and fuselage (Photo 59).

Here are some of the rigging threads pulled through the earlier drilled holes. Once the threads were pulled taut, they were secured with a tiny dab of 'thin' superglue [which runs into the hole], and the ends cut with a scalpel. If done correctly, the small hole can hardly be seen and this looks neater than knots (Photo 60). Here are the threads going through the top wing (Photo 61). All the threads have been pulled taut, secured and sliced off. The rigging is now complete (Photo 62), as seen in this shot of the outer wing (Photo 63) and undercarriage rigging (Photo 64).

I decided to add some 'mud' to the wheels using Dark Earth paint mixed with a little flour [plain or self-raising, it does not matter!] (Photo 65).

Two styles of propeller and spinner are included in the kit. The propeller





was given the same 'wood' treatment as used earlier in the construction of the model, except that here it was done with a finer brush in a more 'stripy' manner to reproduce the laminations of the actual propeller. Note too the small Axial logos, also included in the kit (Photo 66).

A few small details were added to the upper wing from the kit's etched parts (Photo 67).

The completed tail area showing the elevator control wires in place. An overall coat of semi-gloss varnish has been applied to the model (Photo 68).

The nose access covers came from the spares box and add a touch of extra detail to the model. Note too, that the pressure pipe fairing has been added to the top of the radiator on the upper wing along with the other two engine pipes (Photo 69).

Conclusions

It is not surprising that this model is another beautiful offering from this manufacturer. All the mouldings are crisp, the detail is nicely done, the decal options are superb and just about everything you need including the masks and etchings are included too. The kit is accurate when laid

over plans and all the parts fit extremely well thus allowing the model to assemble easily. Therefore I can wholeheartedly recommend this model to all modellers, though the novice may well be advised not to enter the hobby with this one! That said, I believe that anyone making this one will have a lot of fun, and for the more experienced the opportunity to add further details is present and a diorama is certainly an interesting idea.

This is definitely a model of finesse, and my personal opinion is that it is definitely one of the best WWI kits on the shelves, and I now feel inspired to make a whole Jasta!

Another great kit Eduard and I look forward very much to your next release!

Many thanks to Eduard for the review sample and to the Editor for kindly supplying me with the excellent reference material [No.1 below].

Nick J. Wigman

References

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- Albatros Fighters In Action No.46, Squadron/Signal Publications



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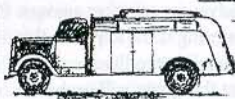
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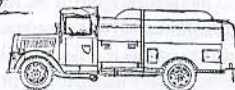
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Tamiya's New Schwwalbe

by Richard A. Franks



Kits Old & New

For many the announcement that Tamiya intended to produce an all-new tooling of the Me 262 in 1/48th scale was enough to send one into raptures. The Me 262 is a subject that has captured the imagination of kit manufacturers for years, and in 1/48th scale we have had the very good offering from Monogram. This was overtaken in the 1980s by the arrival of the high-quality new kits from Trimaster. These were highly detailed, over-engineered, over-priced and hard to build! The inclusion of such things as rubber tyres (quickly consigned to the bin and replaced with resin examples by most) did not fit the 'high quality' style of Trimaster, but they were if anything gimmicks that seem to appeal to certain manufacturers. Trimaster soon vanished, but the tools resurfaced under the guise of Dragon (or DML as they say in the USA), and now are seen in Dragon, Dragon-Shanghai, Italeri and Revell boxes! They are good kits, certainly more

affordable now in an Italeri or Revell box but they are still difficult to build due to the complex shapes associated with the Me 262 design; just consider the wing/fuselage leading edge joint and the shape of the front and rear of the engine nacelles!

One thing you can say of Tamiya nowadays is that they produce kits that are very well engineered. They pander to the builder, pamper his ego and truly can be built by all skill levels. There are those of you who only buy Tamiya kits, or collect them - oh yes, life is stranger than fiction! With the arrival of this kit however the initial euphoria was soon tempered (in the UK at least) with the news of its retail price - £33!

The Kit

Well, what do you get for £33? The usual style of packaging, which is certainly the best around today and inside the box there are separately packaged sprues offering superb detail and recessed panel lines. As with any 'new' kit from Tamiya it is a case of "find the neat idea" and the Me 262 achieved this with a very clever metal nose weight that serves as both

nosewheel well and cannon bay floor - very neat.

The inclusion of the Sd.Kfz. 2 NSU Kettenkraftrad (or Kettenkraftr as most seem to call it) is a neat idea but this seems to have bumped the price up by some £6 in the UK (the new Me 262A-1a version has no Sd.Kfz. 2 and is only £28.99). This item has since been added to the Do 335 kit and the AMTech Ta 183 for release by Tamiya and it will also soon be available separately with the Goliath remote-controlled demolition vehicle.

Most will note that the kit has a wealth of interior detail, all of which disappears once the fuselage, wings and engines are assembled? If you look closely at things like the engine fronts (C4) you may also note the 'notch' in their back faces. All of this seems odd, but adds up to one thing, Tamiya intend to do a 'Full-View' clear version of this soon and I would not be surprised if that version includes both engines!

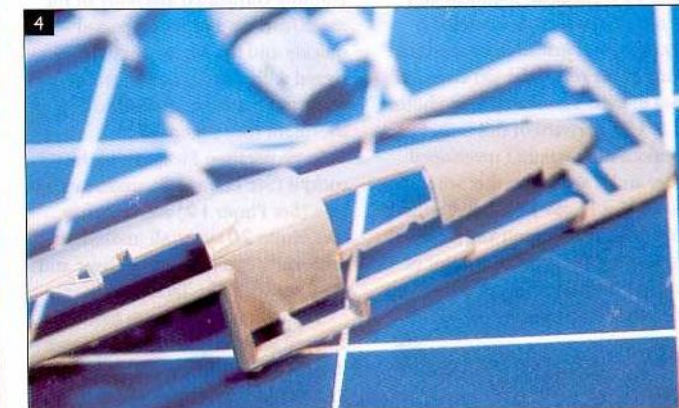
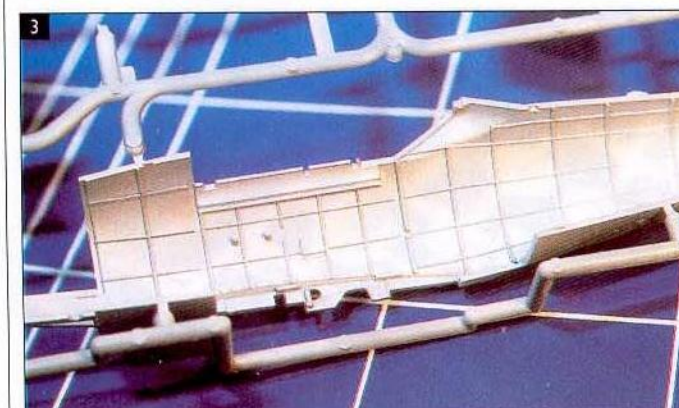
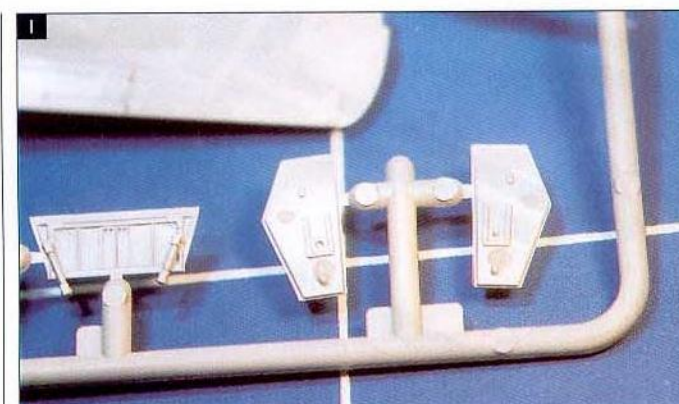
Construction

There is no need to do much in the way of cleaning up of any of the components. The ejector tower marks

visible in the fuselage are not a problem, as they are invisible once the fuselage halves are together anyway. Careful painting is the key with this kit as the detail is excellent.

The first thing you will probably notice is that there are prominent ejector tower marks in the inside faces of the undercarriage doors (B9 & 10 and B3 & 4) and these need to be carefully filled with superglue and sanded flush (See Photos 1 & 2). All that lovely detail inside the fuselage halves will soon be lost during assembly, but for now was painted Alclad II Aluminium (See Photo 3). The cut-outs in the lower, forward nose (See Photo 4) indicate that Tamiya has other plans for this kit, maybe a reconnaissance version? The structural detail inside the engine nacelles (See Photo 5) and the forward engine inserts (See Photo 6) also seem to indicate that a 'Full-View' version can't be far away!

The cockpit interior is nicely detailed, although I ditched the kit-supplied decal seat belts and added etched ones from an Eduard set (See Photo 7). Many have already complained about the lack of





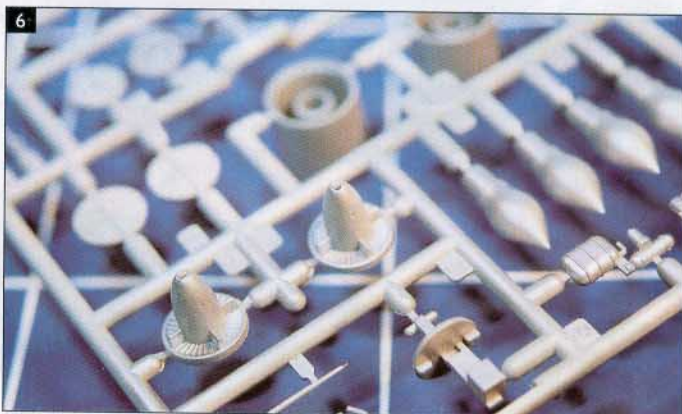
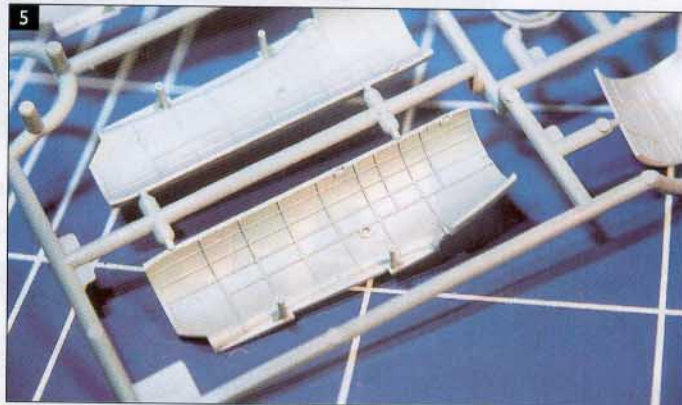
definition on the throttle levers etc on part #C30 and the lack of the large lever on this side console, but these are easily added with plasticard (See Photo 8). The whole cockpit area is built up as a 'tub' suspended between two bulkheads and is an impressive little unit on its own (See Photos 9, 10 & 11). The nose-mounted gun bay once assembled and painted is very effective. I just added some brass wiring to the rear bulkhead electrical boxes to liven the area up (See Photos 12 & 13). Forward of this is that ingenious nose weight I mentioned earlier and it all fits together with little trouble (See Photo 14). As with the Monogram and Dragon kits before it, this new one features the exterior of the cockpit 'tub', as this can be seen up inside the wheel wells. In

the Tamiya example the compressed air bottle and control linkage are also present (See Photo 15). The rear bulkhead in the lower wing half itself (See Photo 16) also includes other linkage which, once assembled, locks into place with those in the fuselage with ease.

With all the interior and detail painting completed assembly of the main fuselage and wings passed quickly and the whole unit was rigged with a little tape to get the wing angle correct, and left to dry overnight (See Photo 17).

In preparation for spraying the cockpit (See Photo 18), undercarriage bays (See Photo 19) and nose bay (See Photo 20) were all masked off, the former two with damp tissue and the latter with Blu-Tack.

The undersurfaces were first sprayed RLM 76 Lichtblau and once dry the upper surface was sprayed RLM 83 Lichtgrun (See Photo 21)





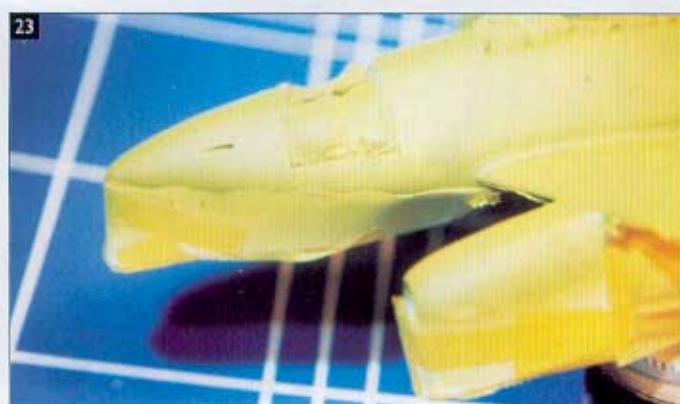
ensuring that the fuselage and nose demarcations were masked with tape (See Photos **22** & **23**). Once this was completed the random 'sqiggle' of RLM 82 Dunkelgrün was applied freehand (See Photos **24** & **25**). Once dry, the demarcation masking was removed and the whole model was given three coats of Johnsons Klear, these being applied as a mist coat followed by two heavier coats with an hour in between each. The whole model was now put in a plastic storage box and left for two days to dry.

Once the model was sufficiently dry, I set about applying the decals. With the model nice and 'glossy' I set about applying the codes and crosses (See Photos **26** & **27**), as well as all the smaller stencils (See Photos **28** & **29**). I must admit that I did use AeroSol decal solutions on these and usually for Tamiya there was no adverse reaction, in fact they settled down quite nicely. The kit does not include swastikas, so mine came from a sheet from AeroMaster designed for late-war Fw 190s. With all

the decals in place and having dried overnight, I applied another spray coat of Klear and left the model for a few days to fully dry.

As this kit features nicely engraved details, it lends itself to some panel highlighting. I am not a fan of 'blacking' in panel lines with ink etc, but I did want to have a go with oil paint. For this I used an 'acrylic' oil paint, which is just water-modified linseed oil-based paint. It thins nicely with turpentine, but only real turpentine, not any form of substitute (be warned!). I used Raw Umber in this instance, although many use Burnt Sienna. The oil paint was thinned with turpentine and the mix run along the panel lines and other recessed details. Initially I tried to wipe off the excess quite quickly, but trial and error soon taught me that you could leave it on for a number of hours and still cleanly wipe off the excess. The end result is nicely defined panel lines that are not 'over the top' because the colour used is brown, not black. Once I was happy with the panel lines the model was sealed again with another coat of Klear, as the oil paint easily rubs off.







The Kettenkraftrad

This is a beautiful little kit in its own right, and assembly is straightforward. I painted all of the main parts Desert Yellow (XF59), as I had none of the Light Sand (TS-46) mentioned in the instructions. Once dry the parts were sprayed with Johnsons Klear and the Raw Umber oil wash was applied and wiped off. Once this was dry another coat of Klear was applied and left to dry. Once the Klear had hardened, the paint chips were carefully put in with a sharp scalpel, and simply reveal the gray of the plastic underneath to good effect. The tracks were painted Metallic Grey (XF-56) and the front tyre Scale Black (Poly S 5014).

The Kettenkraftrad driver and pilot in the aircraft were assembled and then sprayed German Grey (XF-63). Once dry Scale Black (Kettenkraftrad driver) or matt black (pilot) was applied to the folds of their uniforms. Once this was dry the whole figure was dry-brushed with lightened versions of the main colour to raise all the highlights. Flesh tones

were applied with Tamiya XF-15 (Flat Flesh) as the base. At this stage the figures were also sprayed with Klear and a wash of Raw Umber oil paint applied, and about three hours later, rubbed off. Again this needs to be sealed with Klear before any further painting can take place, but once this was done the flesh tones were highlighted with a dry-brushing of Revell Flesh, as I find this a better tone than the somewhat 'yellow' shades of other manufacturers' 'flesh' paints. All rank and insignia markings were applied with silver graphite applied with the tip of a dental probe, as I find this far easier than try to paint in such details.

Final Assembly

The final job with this entire project was to bring everything together. The Me 262 was assembled, as was the Kettenkraftrad. The kit-supplied covers were not put on the engines, as I should have added the pick-ups for the retaining straps earlier, but omitted to do so and therefore had to leave the covers off. The big thing to remember if you intend to have your Me 262 being towed by a

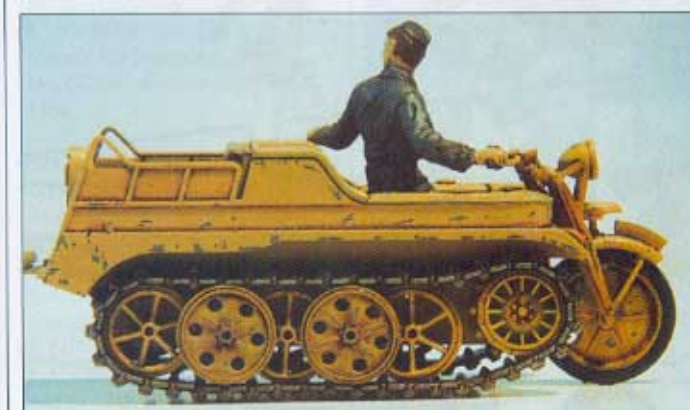
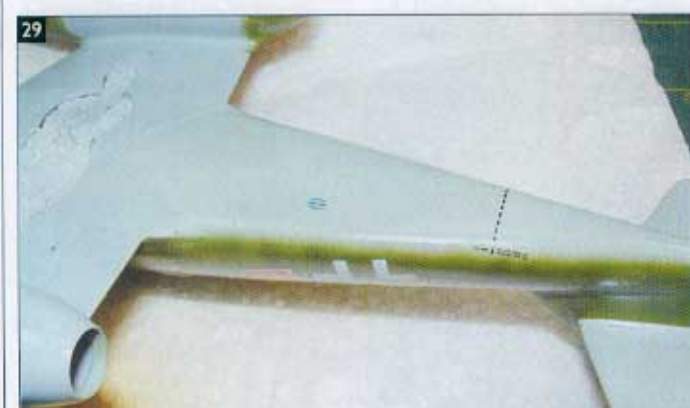
Colours Used

Name (RLM No)	Tamiya	Alternatives Used
Light Blue (RLM 76)	AS-5	Poly Scale 5061 (RLM 76 Lichtblau)
Bare-Metal Silver	AS-12	
Light Green (RLM 83)	AS-23	Poly Scale 5072 (RLM 83 Lichtgrün)
Dark Green (RLM 82)	AS-24	Poly Scale 5071 (RLM 82 Dunkelgrün)
Light Sand	TS-46	
Black	X-1	
Red	X-7	
Gunmetal	X-10	Alclad II Gunmetal
Chrome Silver	X-11	Alclad II Highly Polished Aluminium
Semi-Gloss Black	X-18	
Clear Green	X-25	
Clear Red	X-27	
Titanium Gold	X-31	
Flat Black	XF-1	
Flat White	XF-2	
Flat Yellow	XF-3	
Flat Red	XF-7	
Flat Brown	XF-10	
Flat Flesh	XF-15	
RLM Grey (RLM 02)	XF-22	Poly Scale 5072 (RLM 02 Grau)
Field Blue	XF-50	
Deck Tan	XF-55	
Metallic Grey	XF-56	
Buff	XF-57	
German Grey (RLM 66)	XF-63	Poly Scale 5014 ('Scale Black'/RLM 66)
Red Brown	XF-64	

Kettenkraftrad is that it did not tow it by the nosewheel alone as depicted in the kit and in just about every one I have thus far seen built! The funny 'lump' on the top of the towing arm (X11) is where wires go to the undercarriage legs. These wires have leather straps on them that tie around the oleo leg and it is with these that

the Me 262 is pulled along. The towing arm to the nosewheel just allows the aircraft to be steered on the ground, as the Me 262 has a notoriously weak nosewheel, that collapsed with little encouragement. That is why there is a stencil on the nosewheel door telling ground crew not to tow it by the nosewheel!







Conclusion

For me this kit has been a case of high and low. I have found myself not achieving things I have always thought I can do, while achieving new skills at the same time? For 99.9% of us I am sure that is what modelling is all about, as there are highs and lows and trying to achieve better is what we all strive for. Overall for me the experience was a good one and my initial bad feelings about that colour scheme soon faded (I did not like the brightness of the Poly S RLM 83). I can however see every mistake and error I have made and so I am maybe not as positive about this one as I should be. The kit itself can't really be faulted; sure there are things you can 'correct', and there are accessories that can be added, but 'from the box' this new kit from Tamiya is certainly one of the best. I personally would have preferred separate slats and flaps instead of the Kettenkraftrad, and I am certainly not forking out nearly the cost of the kit for

some resin ones, so overall I give this new kit a big seal of approval for quality, detail, accuracy and easy of build, while leaving the jury out on the whole question of price. If you want it, you will buy it, and from a building point of you it will not disappoint.

My thanks to The Hobby Company Limited for the review sample. Don't forget that the cannon-armed fighter version, the Me 262A-1a is now also available (#61087/£28.99).

Richard A. Franke

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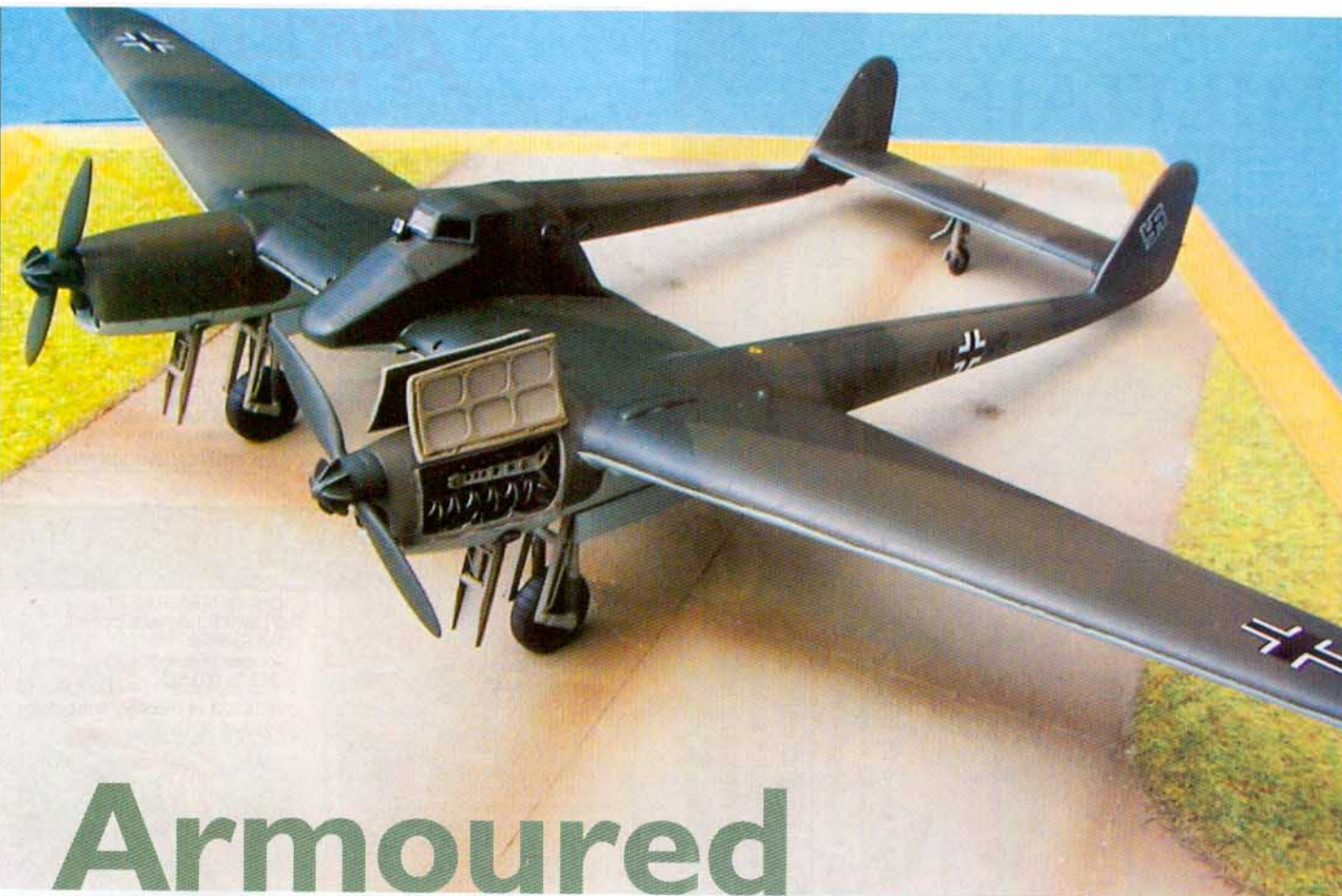
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Armoured Owl!

Building MPM's Focke Wulf Fw 189 V6

by John McIlmurray

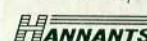
The basic story behind the Fw 189 V6 starts with an RLM specification for a 'Schlachflugzeug' (ground-attack aircraft) back in April 1938, 'tut, tut.' The specification was put out to tender and the V6 was Kurt Tank's second attempt at getting it right. This he failed to do, perhaps to the relief of any would-be pilot taking a look at the armoured sliver of glass impersonating a windscreen! Henschel won the toss, the Hs 129 being smaller, cheaper and having already spent time being evaluated by an operational unit.

1/72nd Scale

Imported in UK by



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Focke-Wulf Fw 189 V6

Scale: 1/72nd

Kit No: 72516

Price: £10.40

Panel Lines: Recessed ✓

Status: Revised Tooling ✓

Production: Limited

Type: Limited-Run Injection Moulded Plastic

Decal Options: I

Manufacturer: MPM

Obtain in UK via: Hannants

The Kit - First Impressions

I'm not really a prototype/pre-production modeller myself so do not really know if there exists a market for kits such as the Fw 189 V6? I guess there must be and if it includes you then what will you be getting for your money if you purchase this little novelty?

The box art shows the V6 slightly later in its career as the Fw 189C prototype carrying under-wing ordnance. Such ordnance is not, however, included in the contents

and I am really not that happy with artwork portraying stuff you do not get! What you do get however is quite lovely. A sealed bag contains four sprues, one of which is for the small windscreen. The grey sprues hold forty-four beautifully engraved kit parts, four of which are shown as being not needed. Also found in the box is the instruction and decal sheets (Photos 1-3).

It is evident that, although the panel work is fantastic (Photo 4), certain aspects of the kit can be

improved upon. The rear gunner's windows and the landing lights are solid plastic and I would be wanting to remodel these features. The rear gun position also only features a single MG 15 when it should boast a twin MG 81. Moving forward, no attempt has been made to represent the pilot's external gunsight and so one will have to be concocted. The only other point that caught my eye on initial inspection concerned the engine nacelles, which do not feature the Argus As 410A-I's protruding

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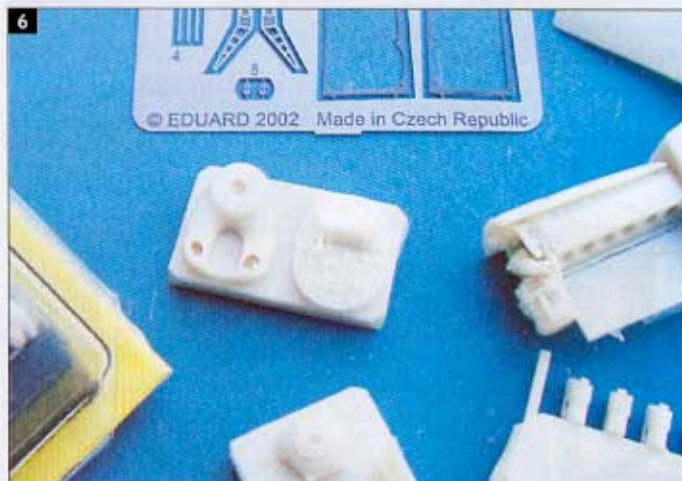
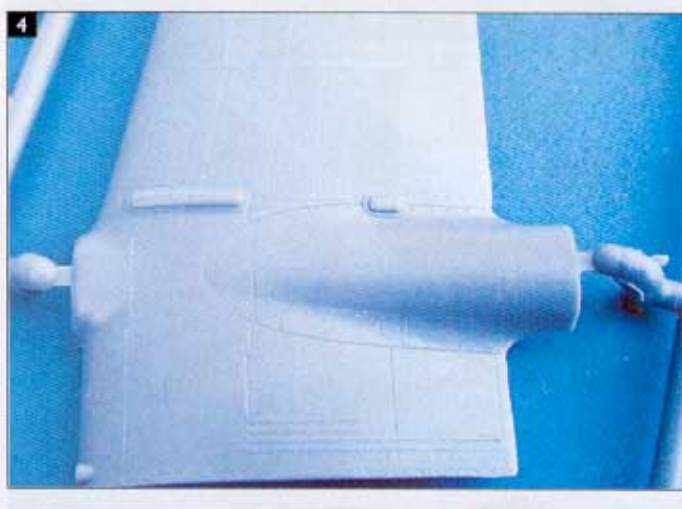
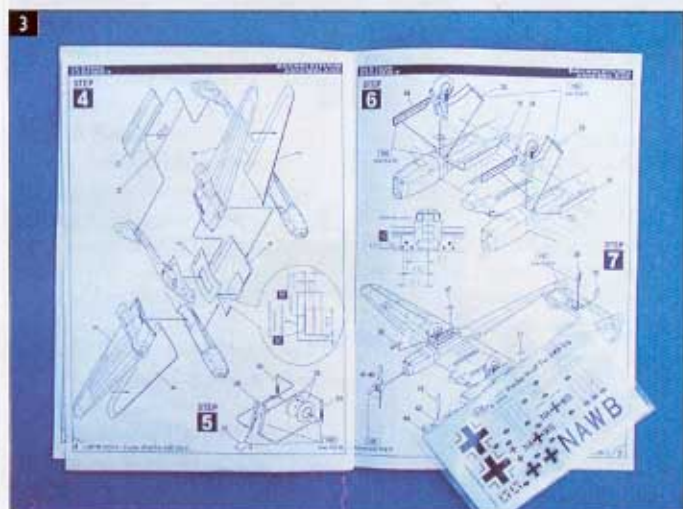
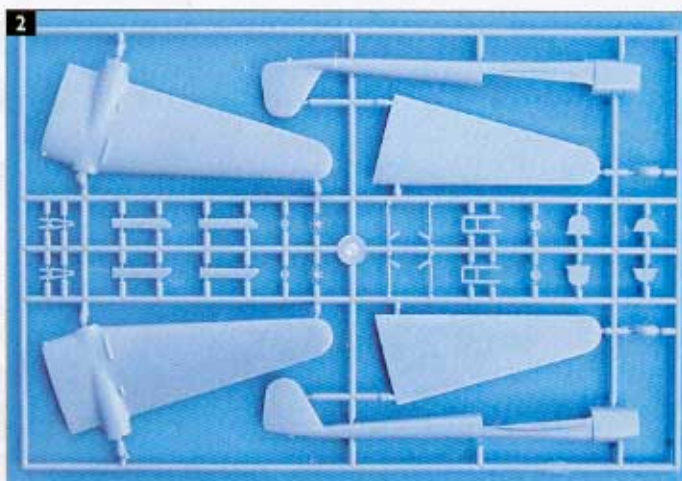
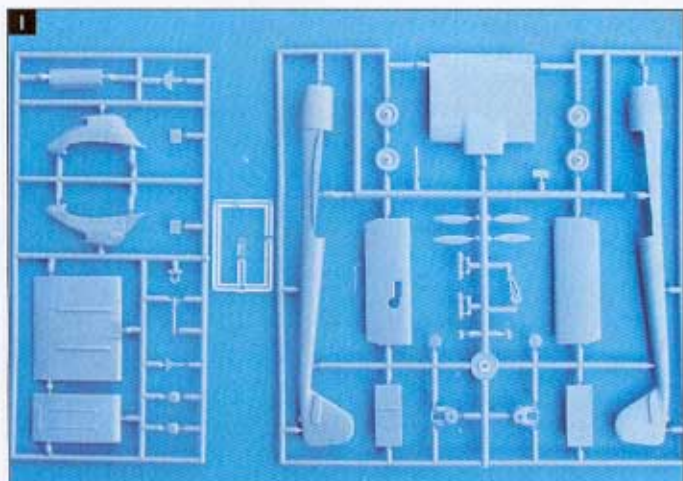
nozzles available separately—as well as additional color cups, bottles, air compressors and more—it can grow with you as your needs change.

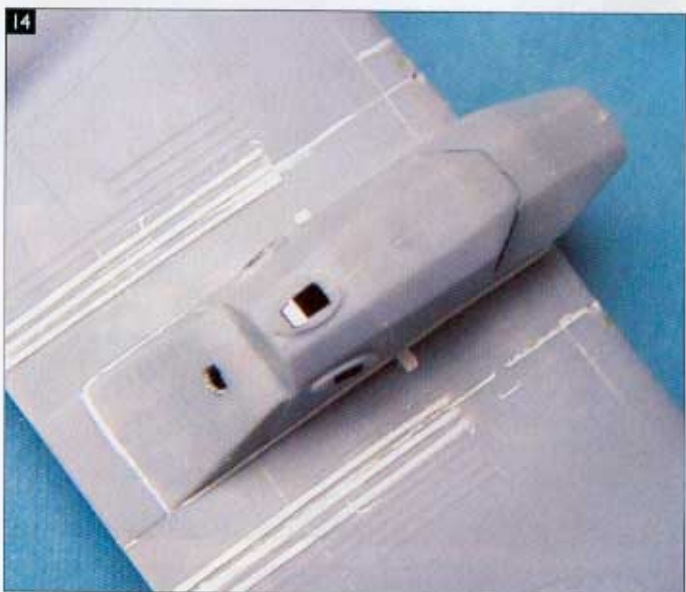
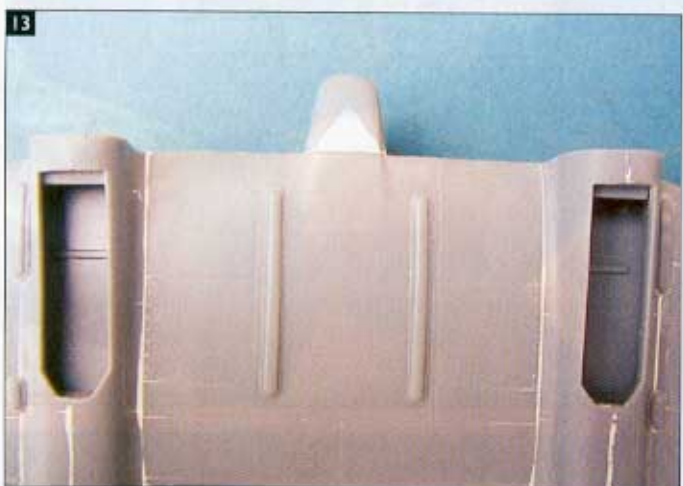
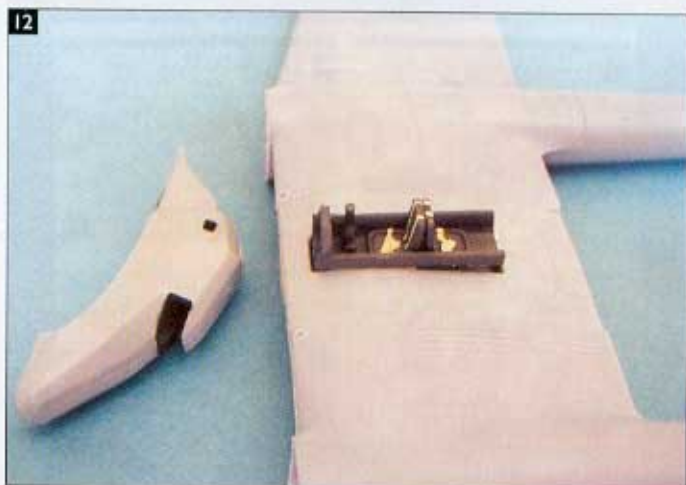
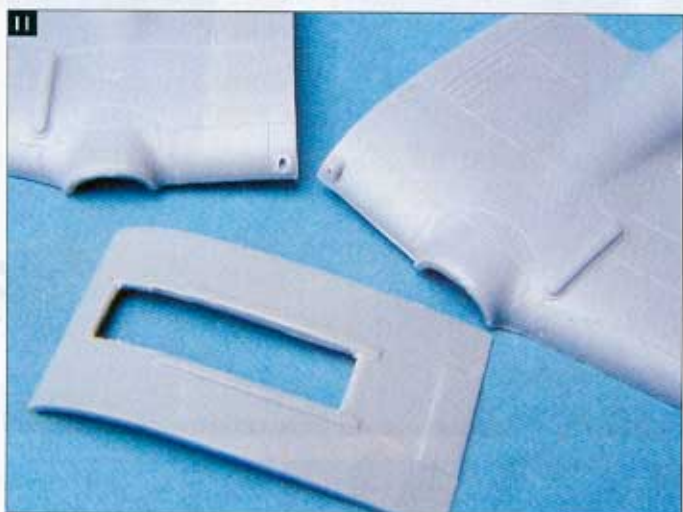
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exhausts. The small air scoops on the port side of both engines cowlings are also absent.

None of the above points represent much of a drama and should not in any way take away from the overall excellent look of the kit parts.

Aftermarket

I just happened to be going past Hannants Colindale shop days after receiving this kit in the post. After struggling for long seconds with an invisible force determined on dragging me into the shop I gave in and found myself purchasing two of CMK's engine sets for the MPM Fw 189 (Photos 5 and 6). No other aftermarket offering is an issue due to the nature of this particular aircraft.

Construction

Work proceeded as recommended by the kit's instruction sheet; Step 1 being the cockpit tub (Photo 7). The instructions would have you believe that the dashboard rests on the side

ledges of the tub...providing you take about 1mm off the central console it will! Modelling the first step was like going back in time to those days when you did not care what the interior looked like; in this case you would hardly see a thing anyway!

Step 2 concerns the joining of the two 'medieval helmet' style cockpit sides around the tub, as well as the fitting of the windscreen and rear defensive armament. The latter two items were left till a later date. The two halves of the 'Knights helmet' would not join, being too narrow to wrap around the cockpit tub. Other features dictate the width of the armoured cockpit so the only solution was to remove the aforementioned side ledges of the tub. With the assurance that the tub would now fit up inside the 'helmet' my attention was turned to the removal of the solid plastic windows and the enlargement of the rear gun aperture to accept a twin barrel weapon later. Step 3 covers the



joining of the booms along with parts that form a box to represent the gear bay (Photo 8). My booms were minus the engine covers in accordance with the first step of the CMK engine set instructions. Be very careful cementing the boom halves together as there are no locating pins and the plastic melts very easily if you get glue where you do not want it.

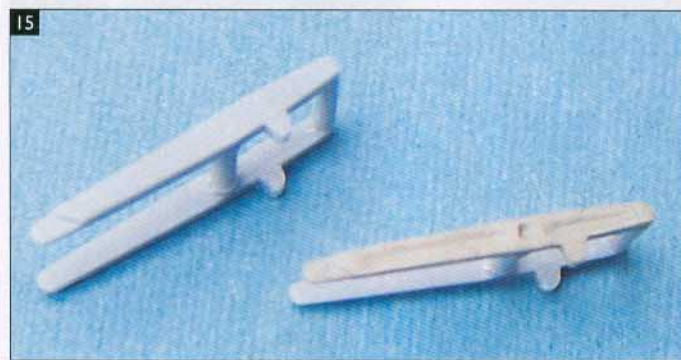
Step 4 sees all the main parts of the aircraft coming together (Photo 9). All the trailing edges require some attention, being far too thick. I got it wrong and only managed to give myself more filling to do, as I was unable to get the thinned out edges to close up on one another!

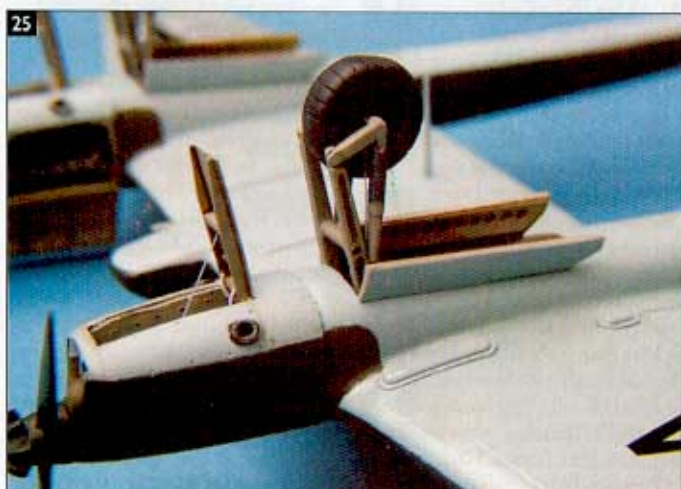
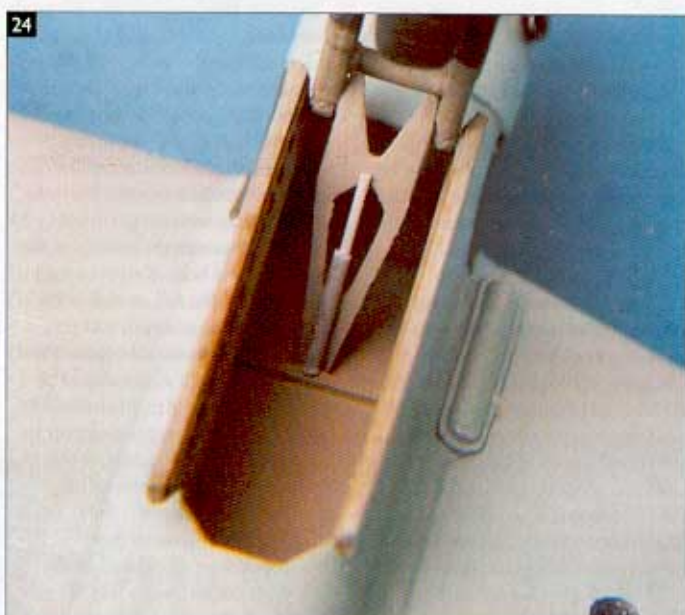
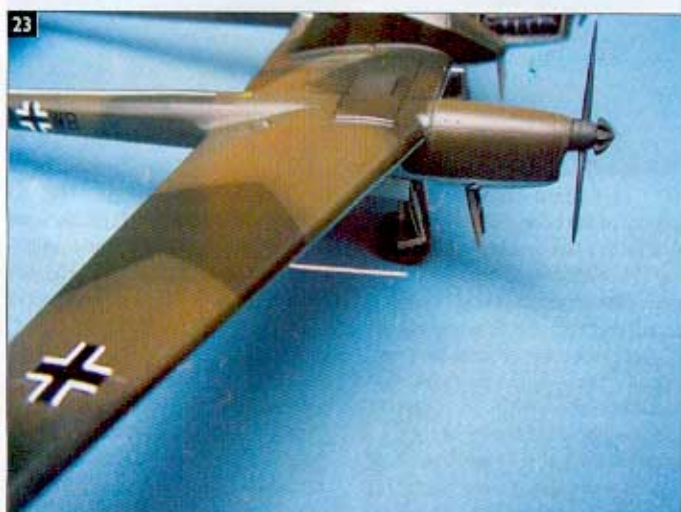
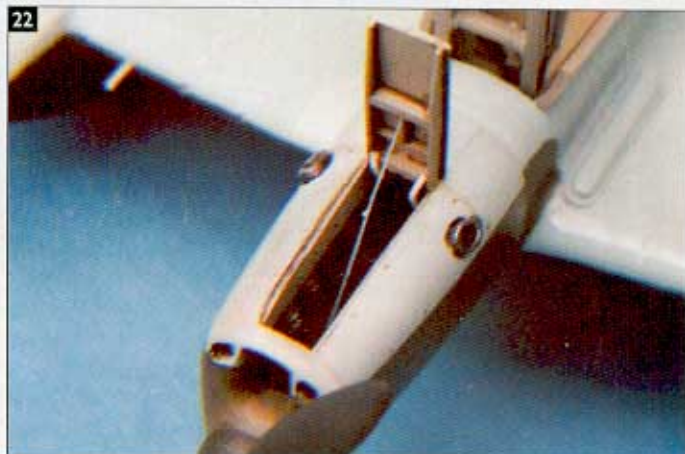
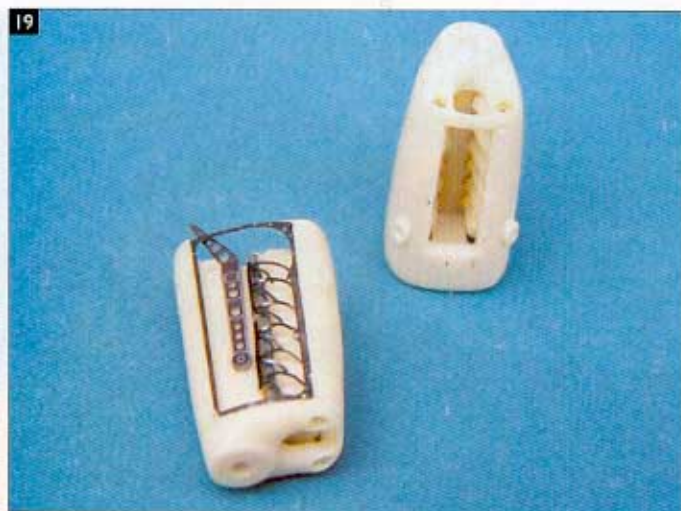
Three other areas that need attention are the central horizontal stabiliser, the central upper section of the wing that takes the cockpit and the flat-faced fairings inboard of the engines on the upper wings. The stabiliser is far too thick, much thicker than the root detail on the vertical stabilisers allow for. I failed to spot this until afterwards and had to resort to blending in the resulting step with filler (Photo 10).

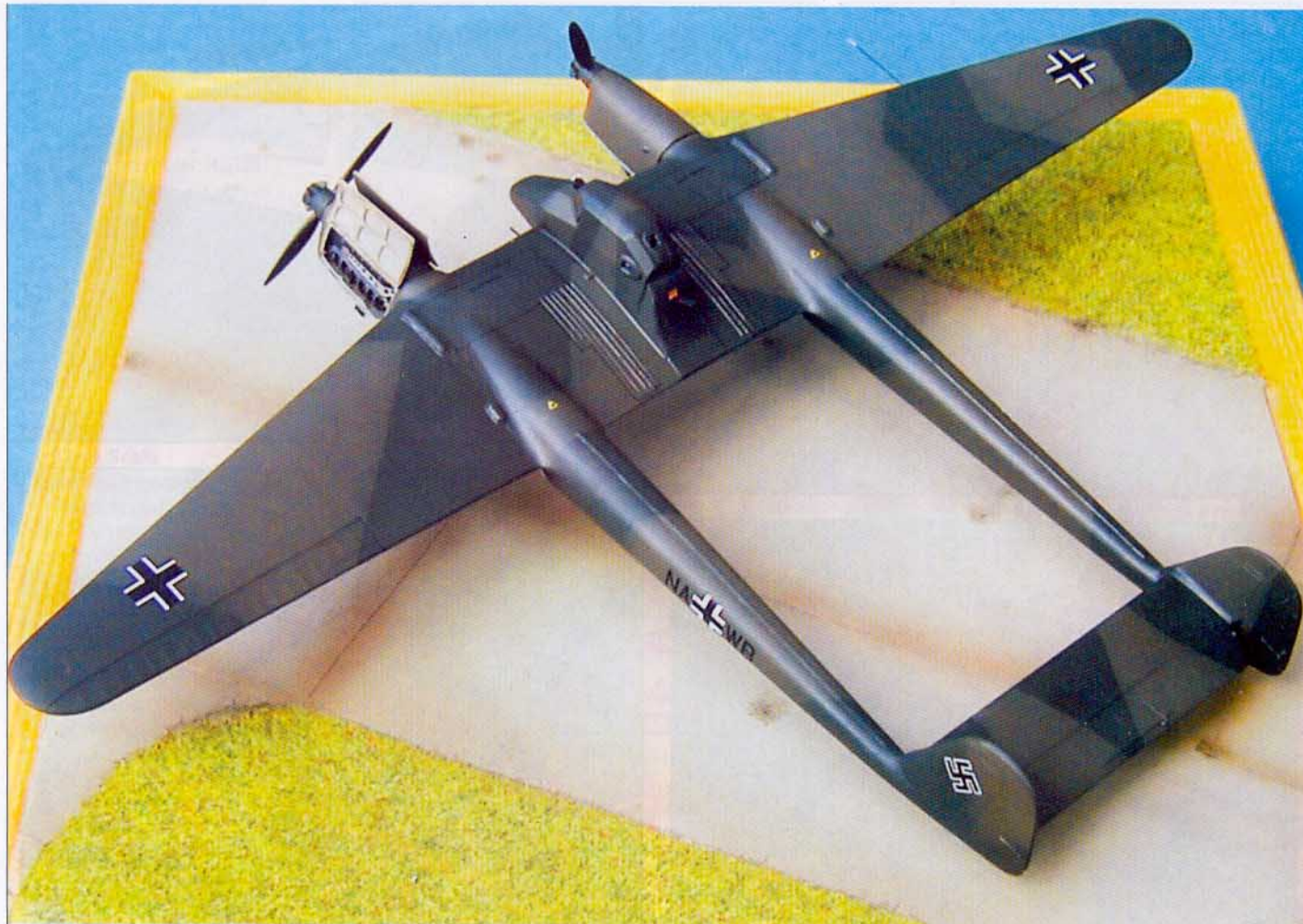
Concerning the central upper wing

section that takes the cockpit, the area in between the two raised guide rails needs removal (Photos 11 & 12), in accordance with the instructions, in order for the cockpit (with its protruding cockpit tub) to fit. This is not a problem; what is a problem, however, is that when the upper central wing portion is dry-fitted onto the lower central wing portion it has neither the same height nor aerofoil of the upper wing parts! Some twisting here and there alleviated some of the discrepancy, the rest of the work being done with filler. The twisting of this central part to better keep the flow of the upper wing shape had an adverse effect on the cockpit 'helmet' fit. Removal of the aforementioned inner guide rails as well as some filler around the join line and especially under the nose remedied the fit problem (Photo 13).

Going on to those cannon fairing on the inner edges of the upper wing main portions... the fairing does not exist on the V6. Before removal I thought it best to use the flat face of the fairings to drill out the muzzle apertures (Photo 16). I would later wish I had not as MPM's fairings are







too far outboard whatever version you are modelling!

Before leaving Step 4 I noticed that the MBI book gave photographic evidence, along with a line drawing to show (at least the V1b) the aircraft as having the cord-wise stiffeners continue onto the new central section! These have not been represented by MPM so will need to be fabricated from very thin card. Two small fairings were also noticed abreast the cockpit and so these too were represented (Photo 14).

Step 5 concerns the assembly of the undercarriage. This would be done near the end of the project, after the parts had been painted, but two things are of note, the first is to say the instructions direct (not very clearly) the fitting of the mudguards; photos of the V6 show these items are absent! The other thing to mention is that the front forks have none of the characteristic detail seen in the photos of these machines (Photo 15).

Step 6 instructs the modeller to fit the undercarriages and gear doors to the gear bays. Again this would be left to the last. This step also gives the measurements for the drilling of holes to represent the aircraft's forward armament. I must say that I cannot follow these measurements at all! They really do not follow what can be seen in photographs! For instance, MPM give 5.6 as the measurement from the central line of

the cockpit to the upper cannon mentioned earlier. That means that these cannon should be 11.2 apart when in fact they should be 21mm apart (Photo 16)!

The only things to say regarding the final step (Step 7) is make sure that the lower wing fairings lay astride the wing join lines as do their mirror image fairings on the upper wings. Likewise make sure that the wind veins on the spinner caps are cemented in such a way as to have a vein central to each of the propeller holes behind; some filler will be necessary on these parts due to small 'sink holes' (Photo 17).

CMK Engines

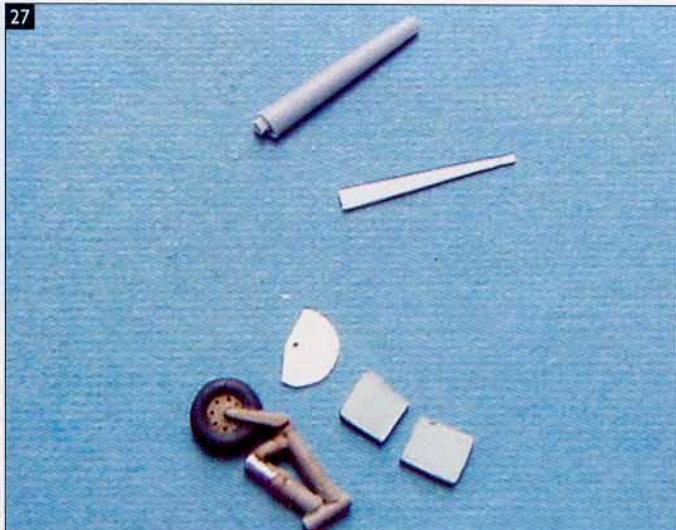
As mentioned previously, the first step is to dissect the moulded

engines from the booms. Engine construction is quite straightforward with an option of either brass or resin engine mounts (Photos 18 & 19). Make sure that your cylinders face the right way with the top cap facing inwards and with the push rod facing to the rear. These cylinders should also rest on the floor of the lower cowl, flush with the inspection hatch. This is very difficult as the fitting of the brass frames or even resin covers (with alterations) give the correct shape and cross section but cause the cylinders to fall away at the rear - the brass frames actually cover this up quite well though.

I decided to ignore the placing of the small brass items that depict the detail in the two smaller apertures in

the engine face; the resin faces had the detail anyway! I also opted to replace the resin exhausts that run the length of the cylinders with some rubber tubing. It was whilst dry-fitting the CMK engines to the booms that it became evident that something was wrong. One of my engines was being modelled with the side cowl covers locked down; when this was secured with Blu-Tack to the starboard boom it became evident that the CMK engine cowlings were far wider and rounder than the starboard boom forward of the gear bay (Photo 20)! What was curious was the fact that the port boom followed the CMK engines side and bottom cowlings with considerably greater conformity? The answer lay in measuring the lower





cross sections of the booms' outer surfaces, which revealed the outer surfaces of the starboard boom to be 1mm narrower than on the port boom! All I could think of doing was repatriating the dissected starboard engine halves, equipped with some of the CMK detail (Photo 21).

Painting

Poly Scale acrylic paints representing RLM 65/70/71 were applied over Halfords Grey Primer. The entire aircraft was then coated in Xtracolor gloss varnish to prepare the model to receive the decals. These decals work very well with decal solutions and go on superbly as long you slide them off the backing sheet straight on to

the model with minimal tampering afterwards. Weathering was restricted to picking out the recesses for the control surfaces as the nature of the project best suited a pristine look.

Finishing Off

It was now time to consider some of the finer points of the aircraft; to replace some kit parts and represent other parts not included in the kit.

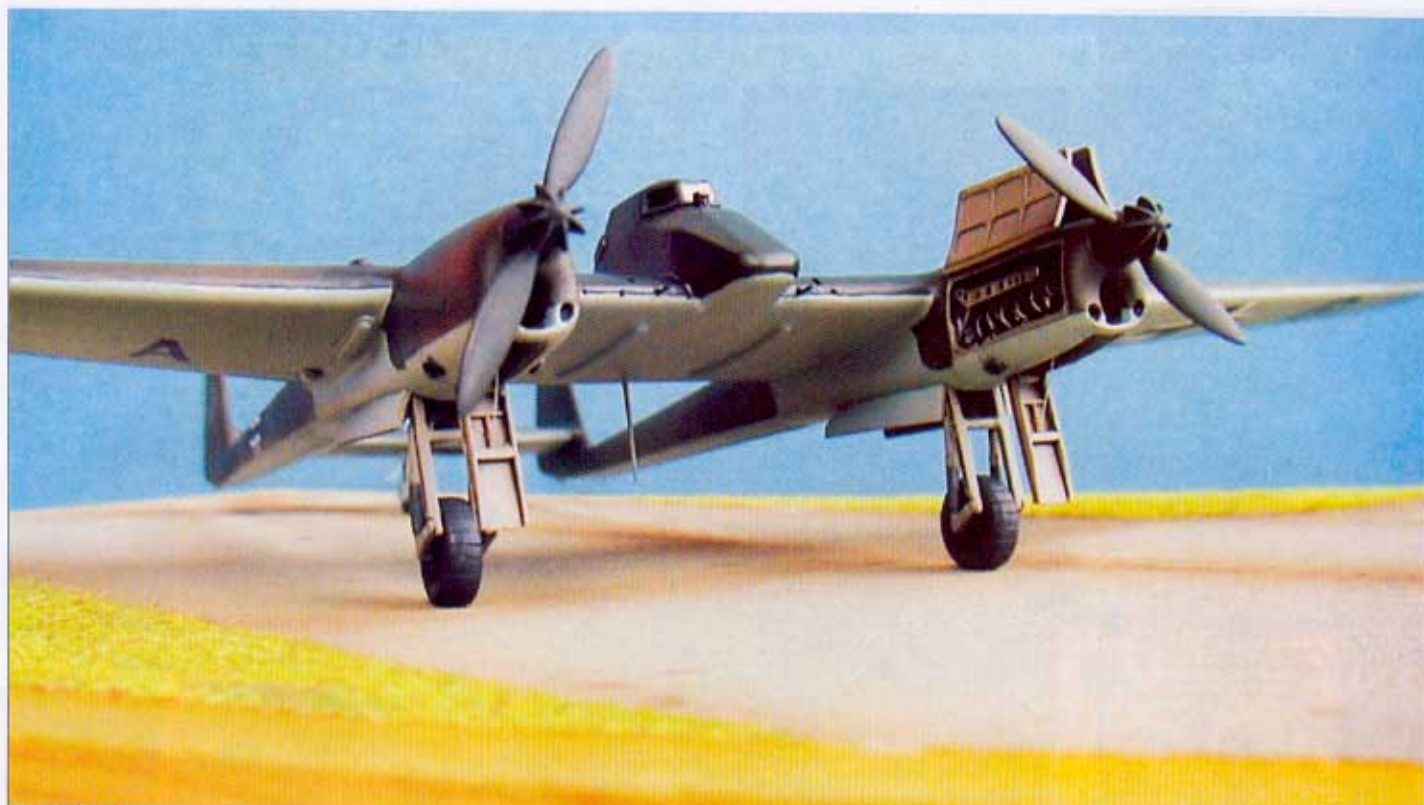
Starting with the engines/wings - photo 22 shows the pipes that were added to the sides of the drop-down engine hatches as well as a central bracing wire. A pitot tube needs adding to the starboard wing and this is fitted in line with the first hinge of the starboard aileron (Photo

23). Photo 24 shows a central hydraulic arm, which was added to the undercarriage assemblies within the gear bay and photo 25 shows the brake piping that was added to the fronts of each oleo leg. The last thing to mention in regard to this general area is the addition of fuel filler decals seen in photo 26. These are from the spares box and are found just forward of where the booms start. I cannot confirm that NA+WB carried full stencilling (it does not seem to have the propeller decals in the photos) but if it did carry the fuel filler stencils then this is where they are placed.

One of the kit parts that MPM say is not needed is the trailing

antenna...this can actually be seen fitted on NA+WB but could well do with being replaced by a more slender version. Also seen on the V6 is a cover for the actual wheel of the tailwheel assembly. This may have wrapped around the entire top half of the wheel, I do not know, but it needs representing in some form (Photo 27). I would later decide to replace the kit's tailwheel leg covers as well as they, like the trailing antenna, are just too thick for scale (Photo 28).

Moving on to the booms, I came to the awful realisation that the stiffeners that run the length of the booms, both top and bottom, had been overlooked. I could think of a





better time in the construction process when these could have been added with plastic sheet but on they had to go with great care taken not to wreck too much of the paintwork (Photo 29).

Going on to the tail area – photo 30 shows the addition of the external trim tab actuators found on the port sides of the rudders and on the top and bottom (at opposite ends) of the elevator.

Finally photos 31 and 32 show the addition of the forward firing cannon barrels, a fabricated gun sight, and the rear defence machine gun barrels of the twin MG 81s.

When all the additional detail was painted (after photography for effect) the entire aircraft was sprayed with Xtracolor matt varnish, which when dry was itself coated with a single coat of Johnsons Klear to give the RLM colours their characteristic semi-gloss appearance when new. Spots of red, green and silver made up the various navigation lights; with tiny drops of 'Speed Epoxy' adhesive applied over them to form the

perspex covers. Last but not least, Humbrol Clear Fix was applied with a cocktail stick to the gunner's windows and the landing light to form the absent glazed areas.

Conclusion

There are a few pitfalls along the way but even so the model builds up nicely and would be appropriate for most modellers. The detail is good and the decals excellent (if handled correctly). As long as the first few banks of cylinders are represented when viewed through the kit's air intake the CMK engines are unnecessary but nevertheless complement the kit well and help

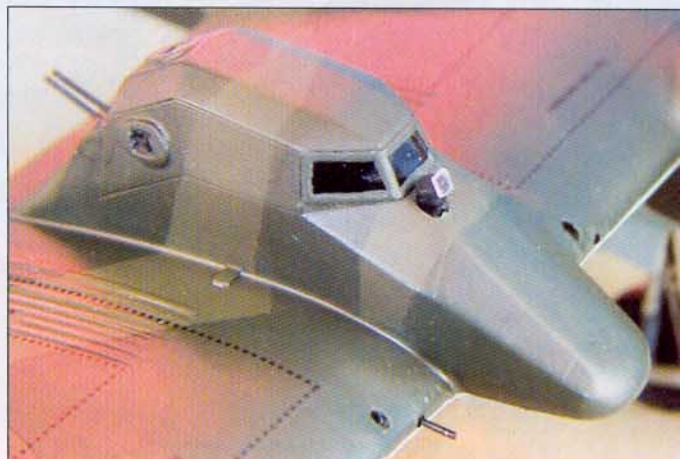
break up the overall dark appearance of this aircraft.

I still do not know if I really like pre-production modelling but it is nice to have something a bit different on the shelf and my thanks to MPM for the review copy.

John McIlmurray

Reference

- Fw 189, MBI Publishing
- Warplanes of the Luftwaffe, Aerospace Publishing



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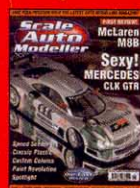
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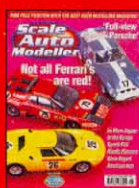
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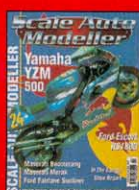
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Vol 2 - Iss 12



Vol 3 - Iss 1



Vol 3 - Iss 2



Vol 3 - Iss 3



Vol 3 - Iss 4



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The Freighter's Swan Song?

Converting an Airfix classic in its twilight

The Bristol 170 Freighter was a classic British transport aircraft, which first flew in December 1945 and was made famous by Silver City Airways, who started a 'cross-channel' air service, flying passengers with their cars in 1948. The type was modified with a revised vertical fin and could carry an extra car, emerging in 1953 as the Superfreighter Mk 32.

by Adrian M. Balch

1/72nd Scale

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Freighters served with airlines and air forces all over the world, but the Superfreighter could only be seen on cross-channel services in the liveries of such airlines as Silver City, Channel Air Bridge or the French airline, CIE Air Transport. A couple were leased to SABENA, but liveries on this version were limited.

When Airfix first released their Bristol Superfreighter in 1959 at the price of 7/6d, I was only 9 years old and just getting interested in aircraft. I had the model for Christmas that year and my father, knowing that I was incapable of building the kit to a decent standard, actually wrapped up the empty box for me to open. Just as I opened it, he entered the room with a beautifully-built model in Silver City Airways livery, complete with opening nose doors and ramps just right for me to drive my Matchbox cars up into it. He had been secretly building it after I had

gone to bed and, wow, what an impression it made on me! Of course, I had never heard of Silver City Airways and it was far too far to travel to Lydd or Lymington to see one of these magnificent machines, so I longed to see one. I had to wait four years for my sighting, which was on 12th May 1963 as we passed Hurn Airport en-route to see relatives in Bournemouth. I know the exact date as, by then, I was logging serial numbers and spotted a pair of British United Air Ferries Superfreighters on the apron.

By then, my original Superfreighter model had 'died' under the stress of carrying too many Matchbox cars on an 'air bridge too far' and had had too many heavy landings on those rather frail axles. It was loved to bits, but played with too much. Thank goodness I was growing up and now building my own models and appreciating the

skills required and how delicate they were. I wanted to capture the first Superfreighters I had seen, so I had another of the kits and built it myself. This time, with my father's help and some reference photos, we painted it in British United Air Ferries livery with black cheatline and red titles, which were made up from a decal sheet of alphabet letters. Shortly afterwards, this kit was reissued with these very decals!

The trouble with the Airfix kit was that, although the kit depicted the definitive variant – the Mk 32 Superfreighter with a lengthened nose and revised vertical fin – only 19 were completed of this variant, liveries were somewhat limited and there were no military operators. The more-prolific short-nosed Mk 21 and 31 offered far more variety of markings and operators. This became apparent to me when I saw my first military Freighter, which was a

camouflaged Royal Canadian Air Force example at RAF Lyneham on 22nd April 1965, while I was visiting as an ATC cadet. I was so excited at seeing this taxi in, park and open its clam-shell nose doors, but so frustrated at knowing that I hadn't the skills to convert the Airfix kit to this variant. Alan Hall did an article in Airfix Magazine many years ago, describing how to convert the kit, using a block of balsa wood for the new nose and vertical fin, shaped and sanded and coated with a mixture of talcum powder and varnish. It sounded so easy and his Royal New Zealand Air Force example did look splendid, but oh dear, what a palaver for this inexperienced young modeller, only to make a hash-up of it! I found this technique somewhat daunting, but then the cottage industries started up and Airmodel (I think) produced a vac-form nose for the Bristol Freighter Mk 31. This



Fuselage assembled and new resin nose and fin added. Note the resin nose doors have been cut out.



The rest of the kit has been assembled and rear passenger door cut out, with plasticard replacement alongside

previews

Note: We have now added a 'Production' status to these previews and all items are mainstream (unlimited) production unless otherwise stated - Ed



Gloucester Gladiator Mk I
Scale: 1/48th
Kit No: 408
Price: £20.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 91 (Grey), Clear 5
Decal Options: 5
Manufacturer: Roden
UK Importer: Pocketbond Ltd



Antonov An-12BK
Scale: 1/72nd
Kit No: 018 Price: £37.95
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 241 (Grey), Clear 28
Decal Options: 5
Manufacturer: Roden
UK Importer: Pocketbond Ltd



North American F-5D Mustang
'Korean War'
Scale: 1/72nd
Kit No: 2205
Price: £5.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Components: Plastic 49 (Grey), Clear 3
Also Includes: Willys Jeep (39 [Grey])
Decal Options: 3
Manufacturer: Academy Plastic Model Co. Ltd
UK Importer: Toyway



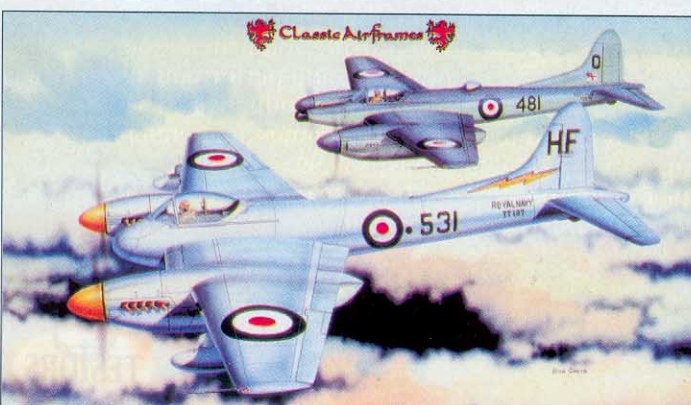
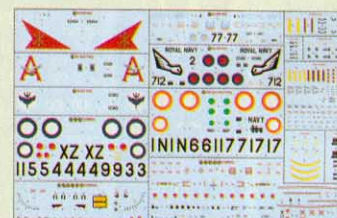
Albatros W.4 [Early]
Scale: 1/72nd
Kit No: 028
Price: £6.49
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 50 (Grey)
Decal Options: 3
Manufacturer: Roden
UK Importer: Pocketbond Ltd



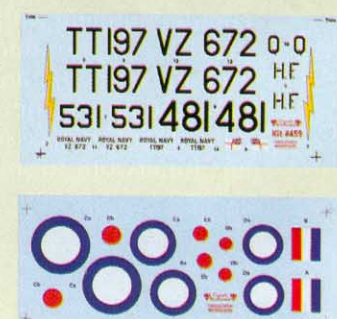
Republic P-47N 'Expected Goose'
Scale: 1/48th
Kit No: 2206
Price: £13.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Components: Plastic 81 (Grey), Clear 10
Decal Options: 2
Manufacturer: Academy Plastic Model Co. Ltd
UK Importer: Toyway

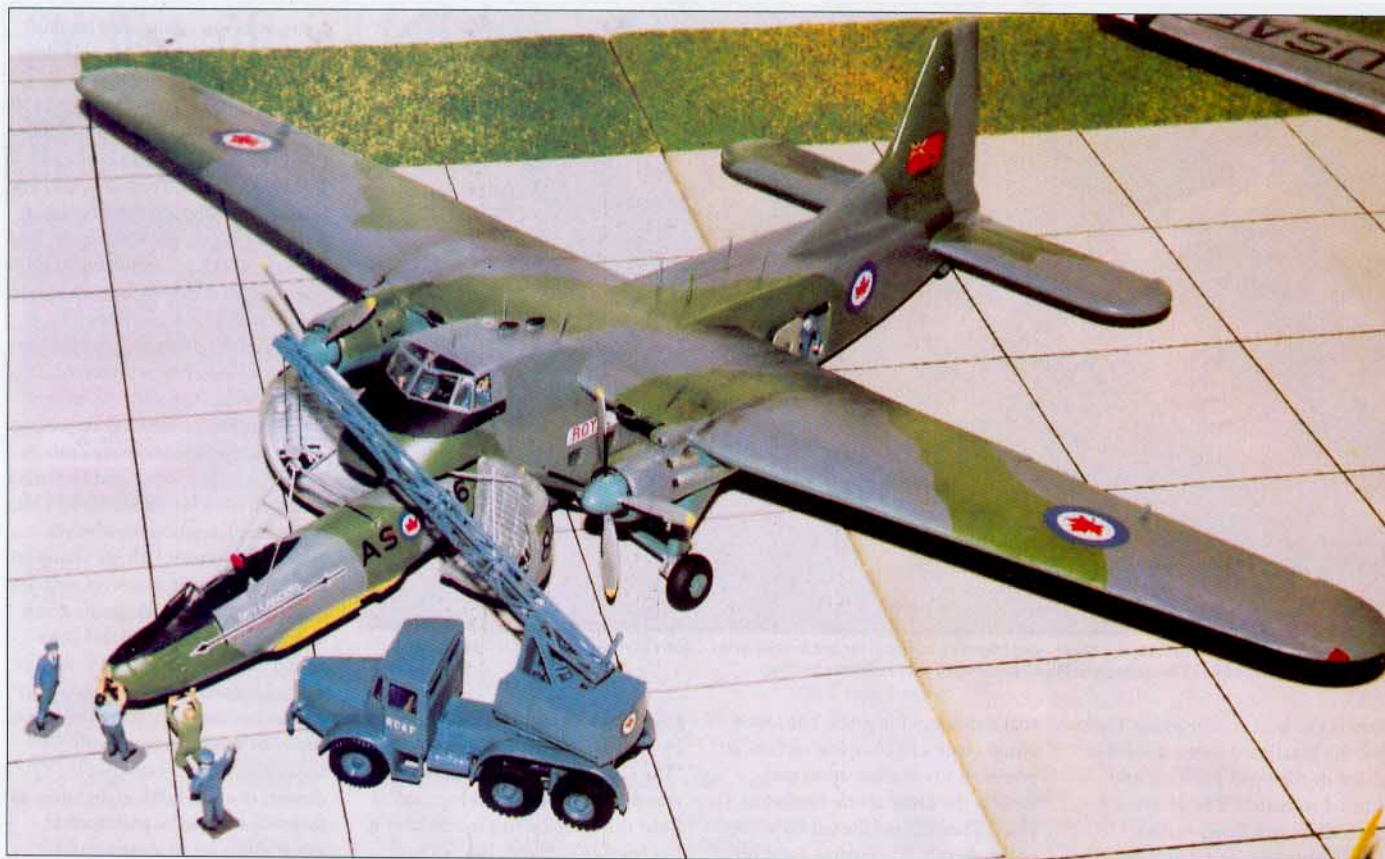


BAE Sea Harrier FRS.1
Scale: 1/24th
Kit No: 2001
Price: £64.99
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 336 (Grey), Clear 12, Rubber 5
Decal Options: 6
Manufacturer: Airfix
UK Distributor: Humbrol Ltd



D.H. Sea Hornet F Mk 20/NF Mk 21
Scale: 1/48th
Kit No: 459
Price: £34.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited Run Injection Moulded Plastic, Resin & Vac-formed Clear Plastic
Components: Plastic 70 (Dark Grey), Resin 43, Clear 5
Decal Options: 2
Manufacturer: Classic Airframes
UK Importer: Hannants





The finished model in RCAF camouflage with PRU Blue undersides and matching Sabre fuselage being loaded through the open doors. Note ribbing framework detail on the inside of the nose doors. The crane is a Coles from the Airfix RAF Recovery Set

brought hope, but like many other modellers, the words 'vac-form' made the hairs rise up on the back of my neck! Time went by and I was still no nearer to building my Mk 31 Freighter. I went to the IPMS Nationals at Stoneleigh in, I think 1985, and saw a superb conversion finished in the very scheme that I had seen – a camouflaged Royal Canadian Air Force machine. Furthermore, the doors were open and it had an RCAF Sabre fuselage inside! This really inspired me, but by then I couldn't find the vac-form nose conversion. At long last, my prayers were answered by Magna Models a few years ago, when they produced full conversion kits in resin for the Mk 21 and the Mk 31 Freighter, complete with new nose, vertical fin, wheels, engines and vac-form canopy.

Now I could really have a go and followed their instructions for my first conversion, which was to be the sole Freighter used by A&AEE Boscombe Down between 1955-68. I had seen this machine flying over my house en-route to Lyneham and at Lasham on retirement and liked all the dayglo on it. Everything fitted perfectly, and the model was finished using Clearfix for the windows and spares from the decal files. This gave me the confidence to tackle a second conversion – but this time with the doors open. I still wanted to build an RCAF machine taking a load on board, so proceeded as before. The Superfreighter's long nose was sawn off, as per Magna's instructions, ready for the new resin nose. I now had to cut into the resin nose to make the

doors open. Using a razor saw, I carefully cut along the door lines on the resin casting, knowing they could break up at any time, as resin is so brittle. Luckily they didn't and the cut was accurate and clean. Careful sanding of the sawn edges followed. Next, I assembled and painted the cockpit interior, painted inside the fuselage Olive Drab and made up a cabin floor from plasticard, as you would be able to look right down the fuselage. As soon as a Bristol Freighter lands, it always open the cabin door on the left side of the rear fuselage and it remains open, as the only access to the aircraft, apart from the nose doors. Therefore, I decided to add this feature and carefully cut out the passenger cabin door around the outline, using a scalpel knife. The resulting cut-out door was too thick, so a replacement example was cut from plasticard, complete with its own window. The cabin window layout varied from machine to machine, so you have to check references for both sides. On the machine I was modelling, serialised '9698', it didn't have the rearmost windows on either side as in the kit, so these had to be blocked in with glued pieces of plasticard from the inside, then the apertures filled with filler.

The kit fuselage was assembled, with the window transparencies omitted and the pre-painted floor glued in place, fitting flush with the front of the doorway. A new cockpit floor was made from plasticard, which fitted flush with the underside of the open doorway, so you couldn't

see up through the cockpit from the underside. The rest of the kit went together as per instructions and I decided not to replace the engines with Magna's resin examples, as I could see little difference between them and those in the kit and I wanted my propellers to be able to turn! The wings, engines and tailplanes were all assembled as per instructions. The new resin vertical fin was superglued in place and some suitably-painted RCAF aircrew inserted in the cockpit, after a little surgery to animate them into more lifelike poses rather than the stiff dummies produced by Airfix!

Now it was time to tackle the open doors, which Magna did not design to have open, so the resin is thick and there is no interior detail. The inside of each door half was carefully scraped out to make it look scale thickness. Then, using reference photos, stretched sprue and a little filler, a realistic interior door framework mesh was constructed. The Freighter Mk 31M also has some windows at the bottom of the door, but it was too much to try and cut out such small apertures from the resin, so these were just represented by paint. A bracing strut was also added to each door using stretched sprue. Once all this had dried, the interior of the doors were painted in Xtracolor Aluminium and set aside to dry. The rest of the assembly was completed and a little filler added to all joints as necessary. With all joints sanded, the vac-form cockpit canopy was carefully cut-out and fixed in place with PVA glue (polystyrene

cement won't fix it and superglue will just cloud it!). The fit is good and it only needed a little filler to finish it, followed by the obligatory light sanding. Then the nose doors were superglued at right-angles to the fuselage and held firmly in place for a few seconds until secure. Once dry, a little cleaning up round the hinges and operating bars were added to each door, as per the photos, using stretched sprue. Magna also include a strip of resin to be chopped up and used as engine exhausts, which was duly done using their drawings and photos.

Next, aerials need to be added above and below the fuselage and only a study of photographs will show the correct positioning of D/F, VHF, UHF and radio aerials behind the cockpit, but the military variant had quite an array of them, together with a small astrodome behind the cockpit. Mine came from the spares box and were mostly from an Italeri DC-3 plus some stretched-sprue, cut to suit.

Now the painting can commence with standard RCAF grey/green NATO camouflage on top and PRU Blue undersides, all courtesy of Humbrol, although they no longer make PRU blue, so I suggest you use Xtracolor. The grey I used was satin, but the Olive Green was matt, so the whole thing was given a coat of Satin Cote varnish to give it an even and correct finish. The RCAF Freighter I saw and photographed was definitely gloss overall, but photos of other machines appear to be matt. Assuming they started off as gloss and gradually got weathered,



View of the second Bristol 170 Freighter Mk 31 using Magna's conversion set and finished in the colours of A&AEE Boscombe Down's XJ470 alongside an Airfix Bristol 170 Superfreighter Mk 32 built from the kit in Sabena markings

satin is the best compromise. Once dry, the plasticard cabin door was added in the open position and painted to match. The plasticard cabin floor you fitted earlier, should also be seen flush through the open doorway.

There are no custom decals for this model, so you have to use markings from the spares file. Large RCAF roundels were on top of the wings and the fuselage roundels came from the wing markings in current Airfix C-47 kit. On the fuselage, under the wings, the legend 'Royal Canadian Air Force' appears in shadowed red letters on a white rectangle. I used a suitably thick white stripe from an Xtradecal sheet of white stripes. Upon this, I placed the red lettering from a Microscale sheet for the C-47 Dakota, which just happened to include an RCAF example with exactly the correct size lettering. Canadian Ensign flag decals for the fin are becoming scarce and mine came from an original Airfix CF-104 Starfighter's decal sheet, which were the correct size. Add the serials and codes under the wings and my verdict is the Mk 31 Freighter is not such a 'frightener' after all! Finally, realistic touches should be added with characteristic exhaust stains down the sides of the engines and below and above the wings, using photos for reference.

Ah, but wait, you have only done half the job, my friend! Don't forget, this aircraft is to carry a load in the form of an RCAF Canadair Sabre being transported for major overhaul.

The cheapest Sabre kit to cannibalise is the Heller F-86F, so this is the one that was used. Assemble and paint the cockpit and build the fuselage with air brakes closed. Leave the canopy off and only fix the windscreen in place (neither the real thing, nor the model, will fit into the fuselage with the canopy in place –

that's accuracy for you!). The lower wings come as a complete section, so you need to cut them apart and cement the lower centre section in place. Then cut off the tail fin at the base, where it disconnects. Sand off the wing roots and fill the gap where the fin was. Paint the Sabre fuselage in the same colours as the Freighter and apply appropriate decals for any RCAF Sabre based in France between 1955-63. Now, rather than have the Sabre just poking out of the Freighter's nose, like a whale swallowing a fish, I decided to have the Sabre being loaded/unloaded

from the Freighter. This was inspired by photos in Larry Milberry's book, 'The Canadair Sabre' which shows exactly this. A crane is being used to hoist the Sabre on to a trailer, after it has been pushed out. I'm not sure which type of crane the RCAF would have used for this purpose, so I chose to use a Coles crane seconded from the Airfix RAF Recovery set. A harness was made from stretched sprue and glued to the correct Sabre attachment points, as in the photos. A few ground personnel suitably adapted from the Hasegawa US Pilot/Ground Crew Set completed the

scene, with one of the crew leaning out of the Freighter's rear cabin door to make sure things were okay.

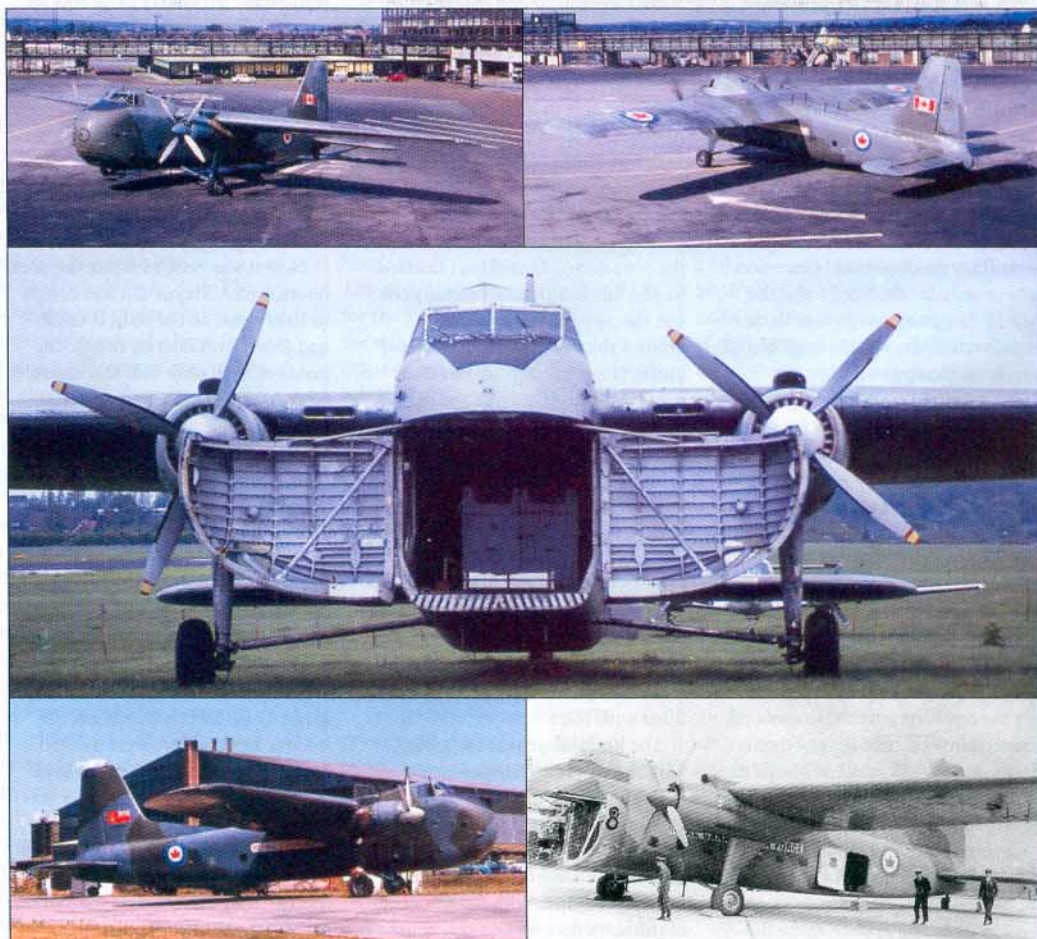
Today, there is one sole Bristol 170 Freighter remaining airworthy and that flies with Hawkair on contract flights in Canada. The last one flying in the UK crashed at Enstone, Oxon in July 1996 and was written-off. The last four RCAF machines, on which one of these is modelled, were retired at the end of 1966 and ferried back to Canada for disposal. After further civilian service, one is preserved today at Winnipeg. Other preserved Freighters can be found in Argentina, Australia, Canada and New Zealand.

After a long absence and escalating prices on the aftermarket for this kit, Airfix surprisingly reissued it yet again in 1996 with CIE Air Transport and Sabena decals. However, with the type no longer seen in the air and it fading into history, sales this time round were poor, so Airfix have now deleted it from their range, probably for the last time. There are still a few copies of this kit around with traders, so if you would like to convert one like I did, grab it now, as they will soon all be gone forever, along with a bit of aviation and Airfix's history!

Adrian M. Balch

References:

- The Canadair Sabre, by Larry Milberry, CANAV Books.
- Canada's Air Force at Peace & War Vol.3 by Larry Milberry, CANAV Books.
- Scale Aircraft Modelling Vol.14 No.4, Jan 1992
- Author's photo archive collection



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(ENR02-02-01)





Quick Build Academy's B-58A Hustler

by Trevor Pask

1/144th Scale

Manufactured by

ACADEMY

HOBBY MODEL KITS

Distributed in UK by

TOYWAY

The Kit

Although it was designed to be as small as possible, the B-58A was still a sizeable aircraft and results in a decent sized model in 1/72nd scale and a very large model in 1/48th scale. For modellers who work in these scales, Italeri and Monogram have produced good kits of the B-58A. Both have been deleted and issued a couple of times, but with a bit of searching they can still be found.

1/144th is a small scale most commonly associated with civil airliner models. Despite the efforts of some manufacturers, partly driven on cost grounds I suspect, I think it is too small to do most military aircraft justice. Bombers are probably the exception, and both Hobbycraft and Academy have in recent years produced a number of state of the art toolings of aircraft such as the B-36, B-47 and B-58A in this small scale.

1/144th is not a scale that I work in at all, but the scale of the kit as

well as the subject prompted me to attempt this project. A good cure for modelling staleness, is to build a couple of simple models in a scale and of a subject outside the areas in which you normally work. I am very fond of early jets, but I have never really been a fan of bombers, and the last 1/144th scale kit that I ever attempted must have been an old Airfix airliner when I was a child. That experience probably put me off the scale for life, but any thoughts of old Airfix kits evaporated when I first opened the box.

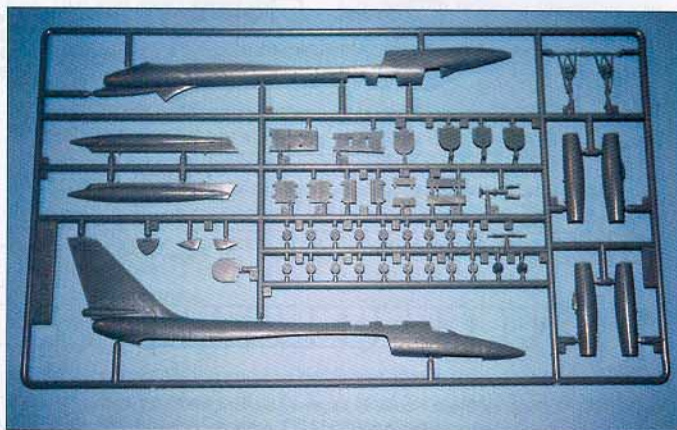
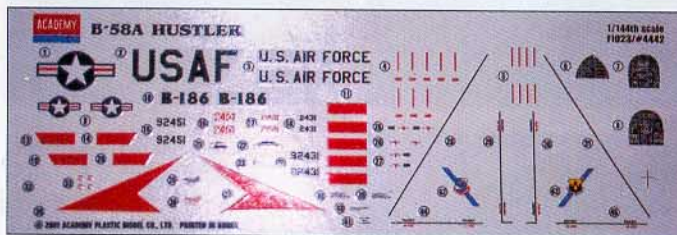
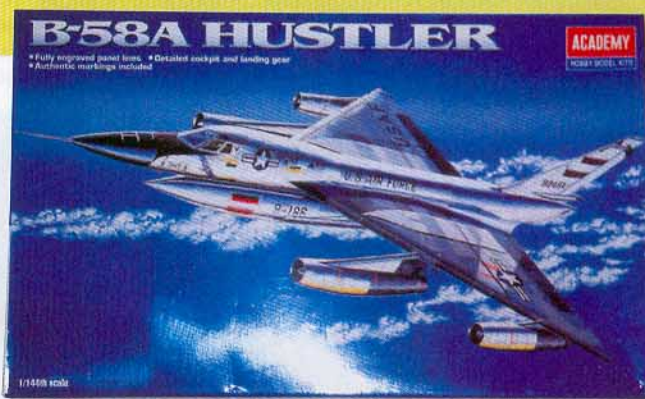
The Academy kit, which I believe originated as a Hobbycraft tooling, is

very crisply moulded and immediately makes an impression as a quality production the second the box is opened. There is not a hint of flash

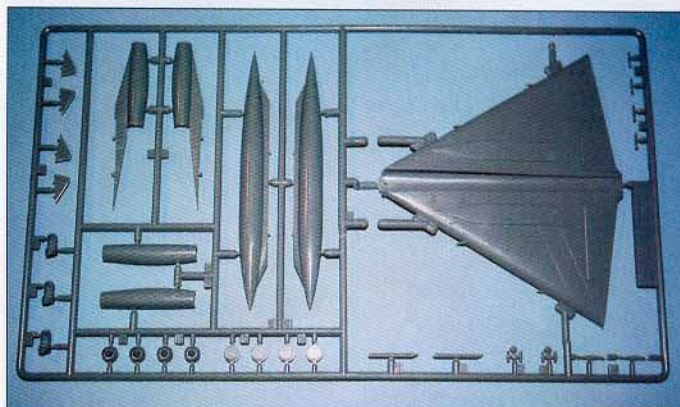
on the main components or on the multitude of small parts. The main parts have fine recessed panel lines, of which more later, and initially confidence is high that a good model can be built out of the box.

Construction

Many 1/144th scale models are a little crude, but this kit has everything that you would expect in a 1/72nd cousin. Construction starts with the interior of the fuselage and the first surprise is that the interior is more complete



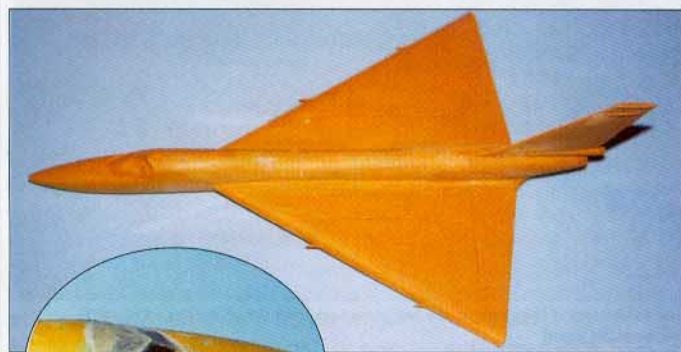
One of the kit's two main sprues



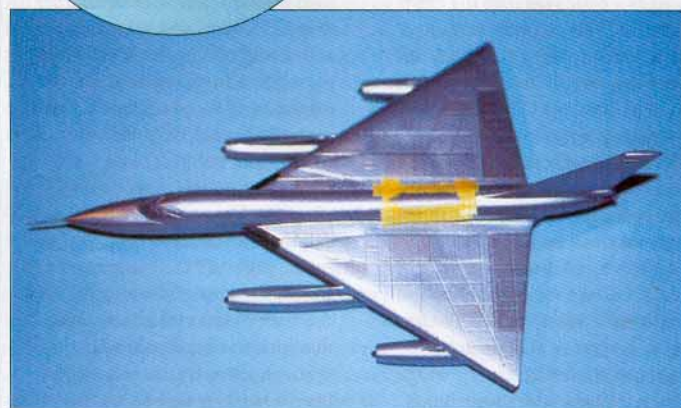
The kit is extremely well moulded and is more like a scaled down 1/72nd kit than a traditional 1/144th production



Working on the cockpit interiors that will never be seen. The tube of cement gives a useful indication of the kit's small size



The first coat of Halfords Plastic Filler Primer. The front canopy needs careful masking at this stage



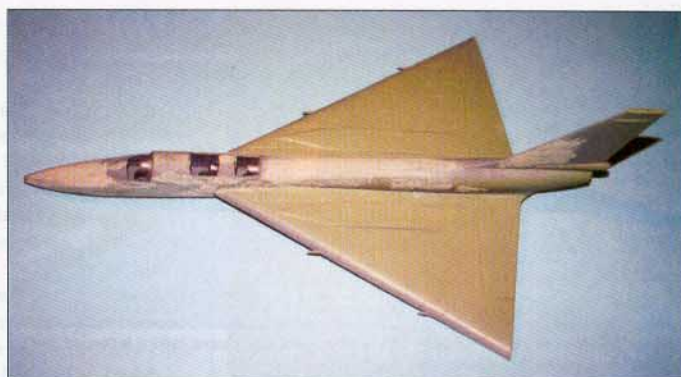
At this stage, a base coat of Halfords Matt Aluminium has been applied to the airframe. The hand painting of panel lines using a variety of metallic shades is underway

than many larger scale aircraft. The B-58 had a crew of three seated in tandem. Academy have made a fair attempt at including more detail than could reasonably be expected in this scale; cockpit floor, side wall details, instrument panels with decals and a representation of the ejector seats with their protective clamshells that turned the seat into a protective pod when it left the aircraft.

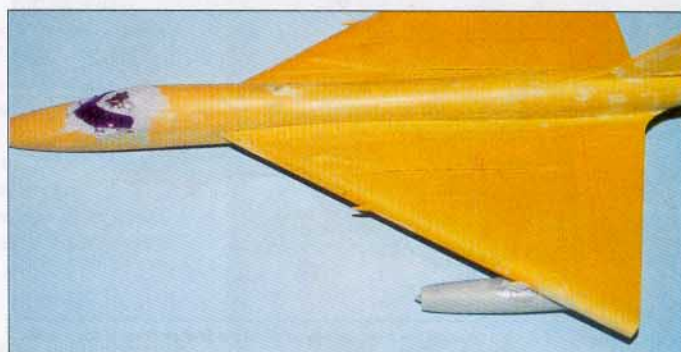
I dutifully built the entire interior as per instructions, but there, very little can be seen on the finished model. The transparencies in this scale are tiny and the fact is that on the real aircraft the navigator and weapons systems operator had windows that would hardly be seen in this scale. An additional factor that makes the issue of interior detail redundant anyway, is the hatches for these two crew positions do not fit well, and have to be filled and sanded into the fuselage. Still, I know that the interior is there anyway!

More important than completing the interior is squeezing in as much weight into the nose of the model as possible before joining the fuselage halves. Without some Milliput or lead weights, the model would definitely be a tail sitter. There is not much room in the nose of the model for this and my advice would be to put weight in most spaces ahead of the main undercarriage.

The fit of the parts is generally very good. The main problem is that the two fuselage halves do not marry up exactly and some filler is needed to hide the gaps. Sanding this removes a lot of the fine panel detail. Given this, I decided to fill most of the detail on the body and sand everything smooth. I was going to do the same for the one-piece wing, but that fits very well on the body and to make the most of that detail, I decided to leave that area well alone. The differences in approach might appear to be strange, but



Basic assembly completed. Joining the two fuselage halves and adding the wing are the easy bit. The filler comes later!



The engine pods need some filler to blend them into the wing. The front canopy also needs to be sanded smooth into the fuselage. Humbrol Maskol is used from this stage onwards to protect the portion of the canopy that needs to be left transparent



Masking off the model for the application of the very prominent white panels on the upper wing surfaces. It is important that everywhere on the model is masked if the white is to be applied by airbrush or aerosol

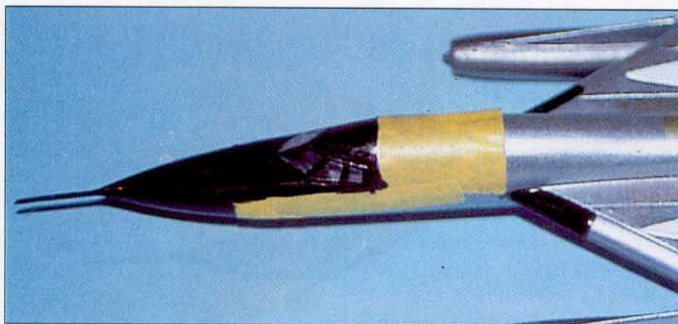
photographs of the real aircraft reveal more pronounced panel lines on the wing than the body and in this scale, I reasoned that the best realisation of panel lines would come via the painting process.

The kit is very well engineered, but in this scale, any small gap is emphasised and needs to be dealt with. This problem was most evident with respect to the fit of the under wing engine pods. The fit of these would have been acceptable in 1/72nd scale, but in 1/144th, the gaps are too pronounced and need filling. Given the shape of the model, this is little difficult to accomplish neatly. I used a nail buffer and a few slivers of wet and dry paper glued to a cocktail stick to get into the recesses that would have been normally difficult to reach.

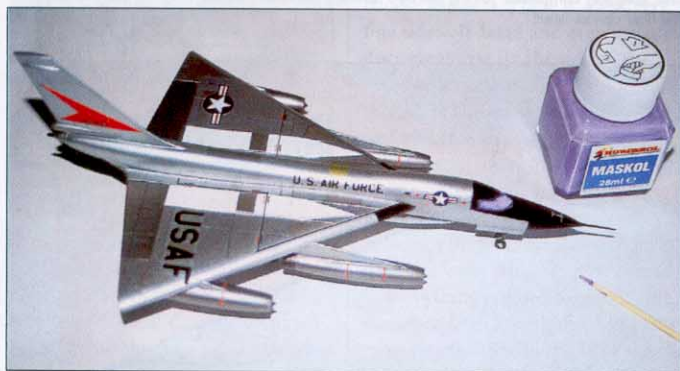
The trickiest aspect of building the model was the undercarriage. This is very finely moulded, but that comes with the price of being somewhat

flimsy and awkward to attach. I attached it once the basic painting and decalling of the model was completed. Some modellers would prefer to assemble it earlier, but I wanted to minimise the danger of accidental damage during handling. The tyres are tiny and I feared that one slight misalignment would lead to a model having completely the wrong sit. I do not think that I got everything exactly right, but after a few abortive attempts with a couple of the tyres, I eventually got the model to sit fairly accurately.

In its service life, the B-58A used two types of mission pod, a huge one for offensive missions and a smaller, thinner variant for reconnaissance. I decided to use the latter for no other reason than it did not detract as much from the almost serpentine shape of the aircraft's body. The only other choice the modeller has to make is between alternative shaped cones on the aircraft tail representing



The black area around the front canopy was hand painted. Again some making is needed, but not as extensive as for the white areas



Humbrol Maskol was applied again to the front canopy prior to the final painting of the model

the aircraft with and without a rear facing cannon. In 1/144th scale the difference is tiny. I installed the cannon, as the presence of a rear-facing gun in a Mach 2 bomber seemed vaguely surreal, and perfectly in keeping with the whole B-58A project itself.

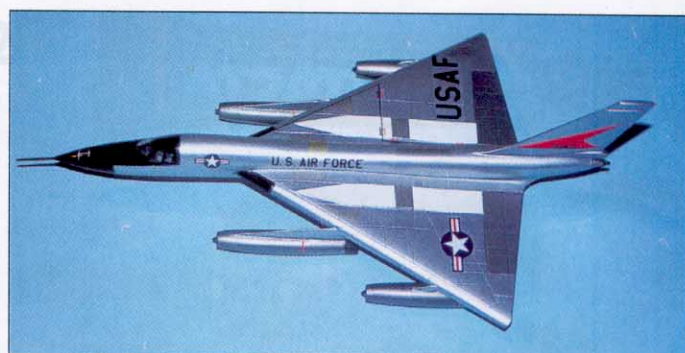
Finishing & Decals

As can be seen from the accompanying photographs, painting this model needed several stages and was intimately connected with the construction process.

All of the

filling and sanding required several primer coats to both seal the surface and indicate where further work was needed.

Initially I used Halfords Plastic Filler Primer for this work. This is a yellow in colour and is slightly thicker than the normal plastic primer from this manufacturer. If used too liberally, it can obscure a lot of detail, but a couple of misted coats will partially fill most of the minor blemishes that can appear on a model such as this. Once I was satisfied that no more filler was needed, I dusted the model with Halfords Grey Plastic Primer in order to prepare the surface for the main



Decal application underway



Prior to the coat of Matt Varnish, the final panel lines were drawn in using a frequently sharpened 2H pencil

painting job.

Halfords Matt Aluminium was used as a basic coat over the entire airframe. This automotive paint is designed for use on car wheels and dries to a very bright metallic shade of silver, ideal for many natural metal finishes on aircraft of this vintage. Photographs of the B-58A reveal an airframe that was a patchwork of different panels. Using the reference material that I had, as well as Academy's excellent box art as a guide, I used a variety of Humbrol enamel and Tamiya acrylics to hand paint in some of the panels to represent this effect. On the wings, the panel lines, which were much more restrained following the application of the primer and base metallic coats, were an ideal guide for this work.

On the fuselage, where there were very few panel lines left, I simply used masking tape to create the shape of a panel and painted it in with a suitable contrasting shade of paint. On a larger model, emphasising the panel lines would probably have to be carried out with an airbrush, but in 1/144th scale, hand painting was more than adequate. Most of the other detailed painting (wheel wells, details on the engine pods and the black area around the nose of the aircraft) was also undertaken at this time. Again all of this was hand painted, although extensive use was made of Tamiya masking tape to get the necessary sharp edges.

The white areas on the upper wings however did require spray painting to look effective. In order to avoid a disaster at a late stage of the project, I covered the entire model with a mixture of Tamiya masking tape and Humbrol Maskol apart from the areas that needed to be white. I used Halfords White Plastic Primer for this job. The overspray with aerosol cans is considerably more extensive than an airbrush, and I have learned from bitter experience, that on a small model especially, it is easier and ultimately less time consuming, to mask everything.

The small decal sheet is well printed and while the decals themselves initially looked to be a little thick they responded well to Microsol setting solutions and bedded down with out too much trouble. The sheet is comprehensive



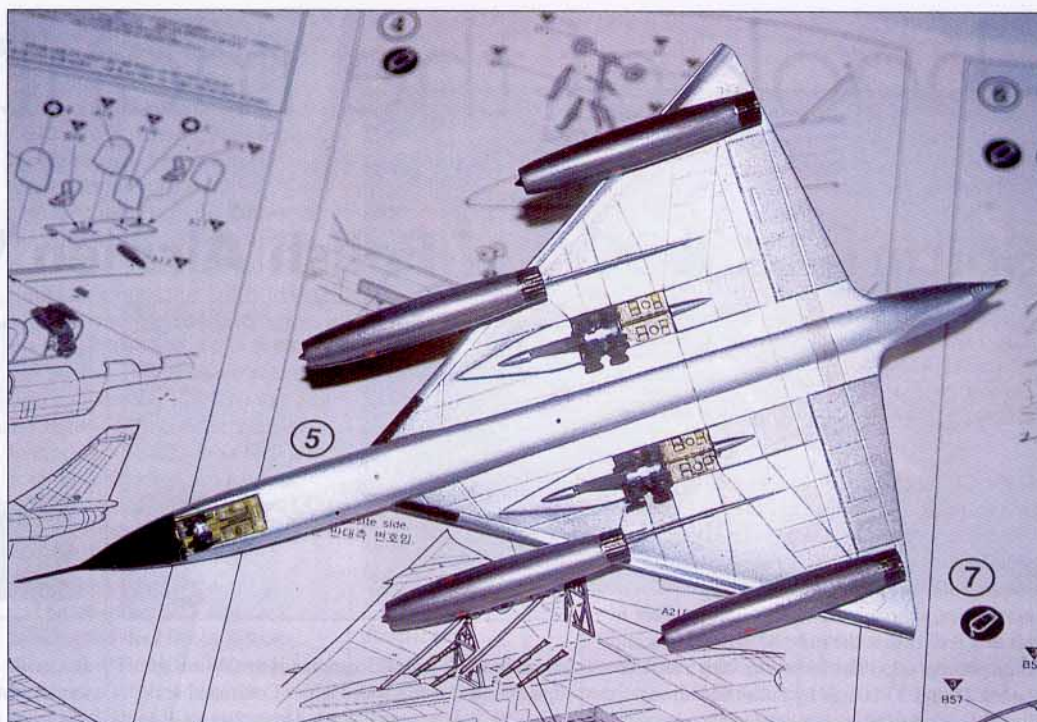
Mounted on a scrap of card during final painting. This makes moving the model less fraught, but also allows a contrasting background to be used to test the weathering mixture

and includes a mass of small stencilling, which adds a great deal of detail and interest to the model. Once the decals were dry, I mounted the model on a piece of stiff card and, with the transparency masked out, airbrushed certain areas of the model with a mixture of Tamiya Smoke and NATO Black to represent the heat staining that B-58As seemed to suffer from. The engine pods and upper surfaces of the wing seemed to be particularly affected by this phenomenon. The final stage of the painting process was to airbrush the model with Humbrol Matt Cote. This had the effect of sealing the decals, but it also created a uniform sheen over the model that seemed to be more appropriate in this small scale.

Conclusions

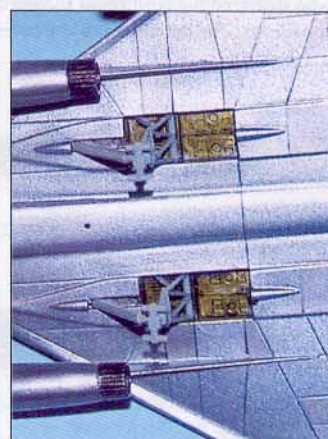
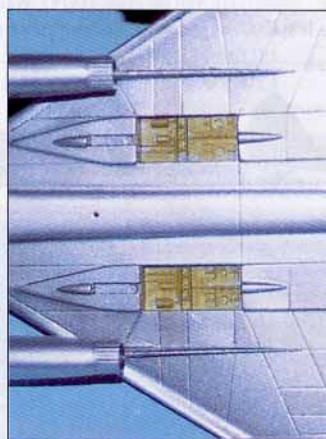
Not exactly the simple project I originally envisaged. When building kits, I make notes as I go along on the instruction sheet. About half way through this project, I wrote 'a lot of modelling in the box for your money' and in many ways that comment is as good as any to sum this kit up.

What you get in the box is actually amazing for the price and if Academy scaled it up to 1/72nd, the result would be a model that could possibly give the Italeri kit in that scale some serious competition. In some respects, this kit actually tries too hard and includes detail, such as the cockpit interiors, which cannot be seen in this scale. In other areas, such as the undercarriage however, where the detail is actually visible, the effort is worthwhile and helps to create what is basically a gem of a model.



I originally built this model as a rest from other projects, but to do it justice, I ended up spending as long on it as something in 1/48th or a car in 1/20th. I do not begrudge that at all and the net result, with one or two reservations, was a success. I could be tempted back for more, especially if Hobbycraft or Academy ever finish off the American Cold War bombers and produce models of the Valiant, Victor and Vulcan. The latter would sell massively in Britain, especially on the airshow circuit when, hopefully, a Vulcan returns to the skies in 2003.

Trevor Park



Attaching the undercarriage to the model. This is the trickiest bit of the project. The undercarriage is as finely moulded as is currently possible in this scale



Quick Build: Academy's B-58A Hustler

book of the month

Spitfire IX & XVI of Polish Airmen Vol. I

by Wojtek Matusiak

Price: £TBA

ISBN: 83-88996-05-3

Publisher: Mirage Hobby

Format: 290mmx205mm, 96 page, laminated card cover

As the title states this is a photographic record of Polish airmen who flew the Spitfire Mk IX and XVI during WWII. The narrative text is offered in both Polish and English, as are all photograph and colour profile captions. The text is very informative, although the bulk of 'information' in this title is of course the mass of period black and white photographs. The text starts with a look at the Mk IX and XVI's used by Polish squadrons, then moves on to look at Polish female ferry pilots who delivered the Spitfires to the frontline squadrons. The remainder of the coverage is split



down to cover specific commands or theatres of operations, starting with Fighter Command and then going on to cover North Africa, 2nd TAF, ADGB, Italy, BAFO, Warsaw and finally, RAF post-war. Each of these chapters then takes a look

FIGHTER COMMAND

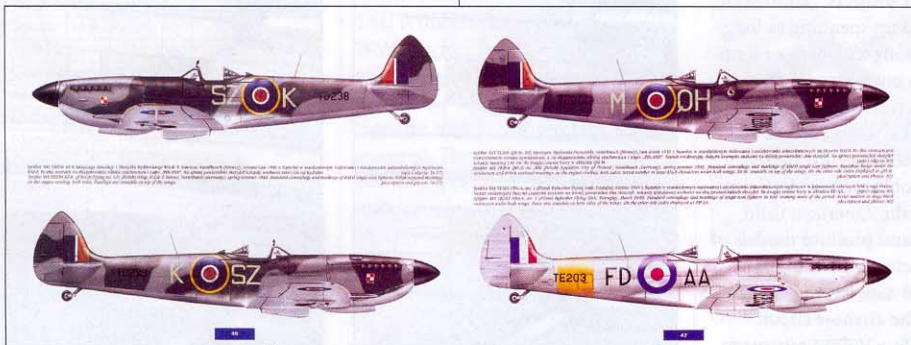
The formation of the Polish Fighter Command in the UK was a direct result of the evacuation of Polish airmen from France in 1940. The command was initially composed of a mix of Polish and British personnel, but as more Polish airmen arrived, the British component was gradually phased out. The command's primary role was to provide fighter cover for the British Isles and to conduct operations against the Luftwaffe. The book provides a detailed account of the command's activities, including its early successes and the challenges it faced.



at specific machines with details of their pilots and service history coupled with a mass of clear black and white photographs. There are sixteen pages of colour in the centre that offer some 30 colour side profiles of featured aircraft, as well as the well known colour photograph of EN459, ZX+1 operated by the Polish Combat team in North Africa.

This is a stunning book, full of details on the Spitfire Mk IX and XVI as well as specific data on the chosen airframes. The mass of photographs coupled with their good overall quality and large reproduction size make it a real 'must' for all Spitfire and RAF WWII fans. Don't miss this one, you have been warned!

Our thanks to Mirage Hobby for the review sample. UK modellers should be able to obtain this series from The Aviation Bookshop and Midland Counties Publications.



bookshelf

Defenders of Nippon: F-4 Phantom II

by Peter Fearis, Peter Scott & Glenn Sands

Price: £19.95 + P&P

ISBN: N/A

Publisher: Kaburaya Books

Format: 210mmx297mm, 134 page, laminated card cover

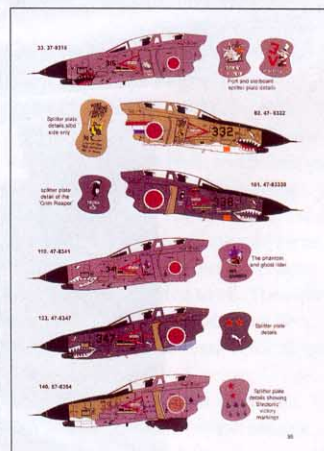
Many of you will know that Kaburaya Books is the work of SAMI-contributor Peter Fearis. Well it has been a while coming but his latest title has just been released and it charts the use of the F-4 Phantom by the JASDF. The title is a combination of narrative text, colour photographs and colour side profiles. The former starts with an overview of the use of the F-4 in Japan by the JASDF and includes details of all the F-4 bases and serial number blocks. This is followed by a detailed look at each Hikotai that has operated the



type, including their tail markings etc as colour profiles. Underwing stores, pylons, targets and bombs are also covered in detail as are the

various camouflage schemes applied to the fleet throughout its life. This has taken you to page 24 and from now on you will get pages of colour side profiles charting (it seems!) every F-4 operated by the JASDF. No fewer than 418 side profiles plus numerous nose art and special schemes are covered and these are all followed by extensive captions. Being designed for the modeller the colours in this title are all listed by FS number and there is even a conversion chart for the 'basic ten' colours to mainstream paint ranges.

Well, credit where credit is due, this is a stunning production from Kaburaya and it can be most highly recommended to all Phantom fans. This title may only be purchased directly from the publisher, UK modellers should add £2.50 for P&P



per copy, while Europe needs to add £3.50 and the rest of the world £5.00.

Our thanks to Kaburaya Books for the review sample.

Caudron G.4

by Jon Guttman

Price: £9.50

ISBN: 1-902207-51-3

Publisher: Albatros Productions

Format: 210mmx297mm, 36 page, laminated card cover

CAUDRON G.4

By Jon Guttman



WINDSOCK DATAFILE 96

Let's kick off 2003 with the latest edition to the Windsock Datafile series. This title, number 96 in the series, takes a fresh and very detailed look at the G.4. As with all titles in this series the narrative takes a look at the technical and service history of the chosen subject and then backs this up with

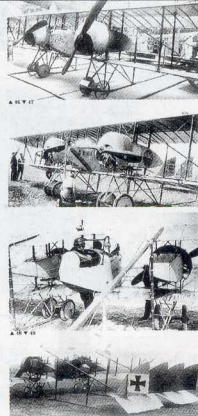
scale plans and detailed photographic coverage. In the latter case this title benefits from extensive coverage of the beautifully restored example owned by the National Air and Space Museum in the USA. The historical text is concise and well written with details of the development of the design and use with the French as well as the RNAS and even the Netherlands. As always the title is rounded off with a look at the camouflage and markings applied to the type, as well as technical specifications and another mass of detailed photographs.



As always, this is an excellent title and very much a 'must' for all fans of the type.

Our thanks to Albatros Productions for the review samples. UK modellers can obtain this title directly from the publisher, or via a number of specialised outlets.

Don't forget that the latest edition of Windsock International (Vol. 18 No. 6) is also now available from Albatros Productions. It retails for £6.25 in the UK, so for more details contact Albatros directly.



...the G.4 was a very successful design... it was the only French biplane to be exported in large numbers... it was the only French biplane to be exported in large numbers... it was the only French biplane to be exported in large numbers...

Pierre Levasseur & Ses Avions

by Arnaud Prudhomme

Price: £TBA

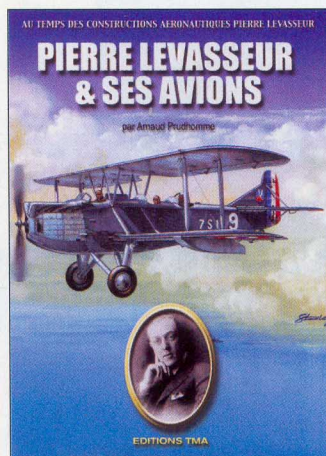
ISBN: N/A

Publisher: Editions TMA

Format: 220mmx305mm, 304 page, hardback cover with separate dust jacket

Pierre Levasseur was a pioneering aeronautical engineer and designer during the early part of the 20th century and this new French title charts all of his work on both aircraft and propellers. The vast majority of the narrative text is in French, but all of the photographs and diagrams also have captions in English. The narrative initially looks at the life of Pierre Levasseur, then moves on to take a more detailed look at each

aircraft design he was involved with and this includes very early designs like the Fernandez No.03, through his own designs up to WWI. Levasseur's work during WWI was mainly confined to license production of various other French designs such as the Spad VII and XIII. The narrative then deals with the designs of the immediate post-WWI period and those conceived up to the outbreak of WWII. Each type is dealt with in detail, with a full narrative history, technical specifications and a wealth of period black and white photographs. PL1 (TR2) right through to the PL 401 (which looked like a Fi 156 Storch) are covered. The remainder of this title deals with the other aspect of



Levasseur's work, namely propellers. From as early as 1909 aircraft were fitted with Levasseur patent propellers and wooden, fixed-pitch metal and variable-pitch metal types are all covered with lots of black and white photographs. The final section of this title offers sixteen pages of full-colour side profiles of many of the aircraft featured.

A stunning book of a less-well known manufacturer from a non-French standpoint but nonetheless a very worthwhile and highly interesting title to have in your collection.

Our thanks to Editions TMA for the review sample. UK modellers should be able to obtain this title from The Aviation Bookshop.

in brief

Batailles Aeriennes

The latest title in this series (No.22) deals with the Battle of Midway. This quarterly title is offered in an A4 format with 80 pages and a laminated card cover. Text is French

throughout, but there are masses of period B&W photographs as well as scale plans and colour side profiles. This particular edition deals with both sides during this battle and there are lots of nice interior detail shots of such types as the SBD and Devastator coupled with fine colour side profiles of various machines and pilots involved

This title is £12.27 and can be obtained directly from the publisher, Lela Presse S.A.R.L., 29, rue Paul Bert, 62230 Outreau, France. Tel: 03 21 33 88 96 Fax: 03 21 32 00 39 Email: m.lela.presse@wanadoo.fr, or via specialist book shops.



Wing Masters - Special

This French publisher has just released a special dealing with the Armee de l'Air from 1940 to 1945. This title is offered in a 235mmx300mm format with 82 pages and a laminated card cover. Text

throughout is in French and that includes all captions. The title takes the form of historical and photographic coverage mixed with build articles on specific models that reflect the main core subject. Types include the Hurricane Mk II (Revell, 1/72nd), Martin 167F (Azur, 1/72nd), Spitfire Mk IXc (Hasegawa, 1/48th), Boston IV (AMT/Ertl, 1/48th), Bell P-39Q (Eduard, 1/48th), Yak-3 (Hasegawa, 1/72nd), P-47D Thunderbolt (Revell, 1/72nd) and Hawker Tempest V (Academy, 1/72nd). All of this is backed up with masses of colour side profiles of various machines and even squadron badges etc.

Certainly well worth investing in, although if you can't read French, it will just be 'for the pictures'!



Lockheed SR-71 'Blackbird' Family

by James Goodall & Jay Miller

Price: £15.99

ISBN: 1-85780-138-5

Publisher: Aerofax

Format: 215mmx280mm, 128 page, laminated card cover

The Aerofax series should need no introduction to most of you, although it is now produced by Midland Publishing. The latest title in this series deals with the Blackbird series from A-12 through F-12, M-21, D-21 and SR-71 variants. The

narrative charts the development and service use of the design and this is coupled with masses of period photographs, diagrams and sketches. The narrative kicks off with a look at the CL-400 and Suntan projects, then follows this up with coverage of Cygnus, Fish, Gusto, Kingfish, Oxcart and A-12 projects. Next up are the AF-12 and YF-12A long-range interceptor designs, followed by the Q-12, D-21 and M-21 probes. The next section deals with the SR-71 and is followed by a detailed look in and

around the SR-71 and a chapter looking at the Pratt & Whitney JT11D/J58 engine. The final sections in this book are detailed lists of aircraft histories, dispositions and personnel and a sixteen-page section of colour photographs.

This is certainly a book for both modeller and aviation enthusiast and one that can therefore be recommended to all of you with an interest in this subject.

Our thanks to Midland Publishing for the review sample.

Lockheed's SR-71 'Blackbird' Family

A-12, F-12, M-21, D-21, SR-71



James Goodall and Jay Miller

Aerofax

Russian Aeroplanes 1914-1918

by Mikhail Maslov

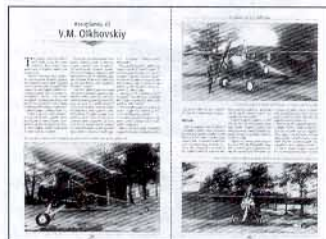
Price: £TBA (\$24.95)

ISBN: 0-9724527-0-2

Publisher: Icarus Aviation Publications

Format: 210mmx297mm, 176 page, laminated card cover

The subject of early aviation is a complex one, as so many weird and wonderful designs were created. This situation is further complicated when you are talking about a nation like Russia, where there was not much freedom of information and so, until now, it has been a very 'murky' subject. This has been put right with this new title from



American publishers Icarus Aviation. This new title charts over 100 distinctive aircraft designs from the 1914 to 1918 period with clear narrative text, technical specifications and a wealth of period black and white photographs. The text



throughout is in English and the designs have been organised for each well known designer and these are followed by a more generic chapter dealing with the 'lesser known' types.

For the modeller interested in early aviation or specifically in Russian aviation this title is a real must and can be highly recommended to all.

Our thanks to Icarus Aviation Publications for the review sample. By the time you read this UK modellers should be able to obtain copies from The Aviation Bookshop.

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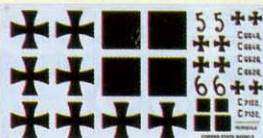
Airbus A380-800

Scale: 1/144th
Kit No: 04230
Price: £19.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 157 (White), Clear 5
Decal Options: 1
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)



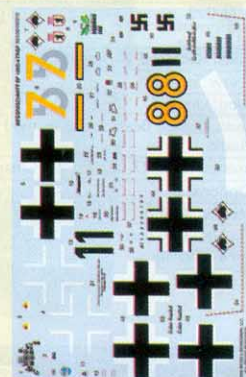
AEG C.IV

Scale: 1/48th
Kit No: K1017
Price: £TBA (\$47.99)
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin, White-Metal & Etched Brass
Components: Resin 24, Metal 32, Etched 96
Decal Options: 3
Manufacturer: Copper State Models
Obtain in UK via: Contact Aeroclub for price and availability



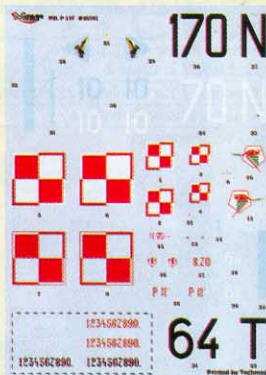
Messerschmitt Bf 109G-4 Tropical 'Pro-Modeler'

Scale: 1/32nd
Kit No: 85-5981
Origin: Hasegawa (Japan)
Price: £TBA
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic & Resin
Parts: Plastic 117 (White), Clear 11, Resin 2
Decal Options: 3
Manufacturer: Revell-Monogram LLC
Note: This item may not be readily available outside of the USA.



PZL P.11c

Scale: 1/48th
Kit No: 48101
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 50 (Grey), Etched 38, Resin 1, Clear 1
Decal Options: 2
Manufacturer: Mirage Hobby
UK Distributor: Hannants



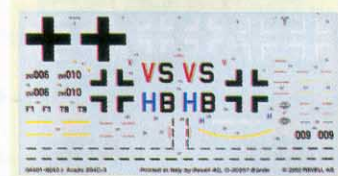
Blohm & Voss BV 222 V2

Scale: 1/72nd
Kit No: 04383
Price: £22.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 232 (White), Clear 50
Decal Options: 2
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)



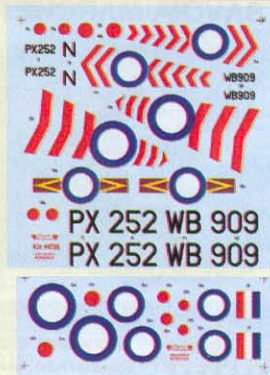
Arado Ar 234C-3

Scale: 1/48th
Kit No: 04501
Price: £27.99
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 133 (White), Clear 12
Decal Options: 3
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)



D.H. Hornet F Mk 1/F Mk 3

Scale: 1/48th
Kit No: 458
Price: £34.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited Run Injection Moulded Plastic, Resin & Vac-formed Clear Plastic
Components: Plastic 70 (Dark Grey), Resin 30, Clear 2
Decal Options: 2
Manufacturer: Classic Airframes
UK Importer: Hannants



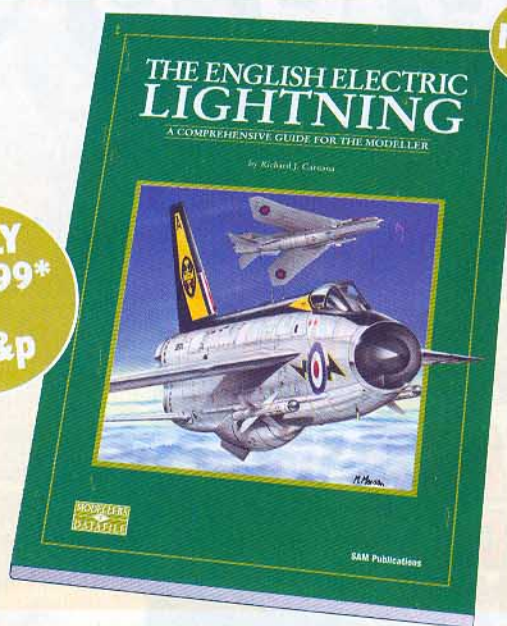
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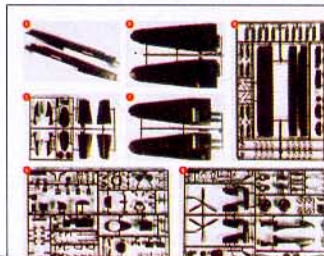
Signed Today's date.....

feedback

More on the Lancaster

Dear Sir

I am writing to congratulate Mr Lutz on making such a wonderful job on his Lancaster (See Vol 8 Iss 11). I spent two months building, staring and correcting a Tamiya Lancaster too. When I plonked it on the table at our club meeting finished, I was told "you know Tamiya got the nav/wireless window in the wrong place?" - Doh! I didn't, it should be moved back in line with the leading edge and below the astrodome. Look at a photograph of a real aircraft, it's



obvious when you know. It has been bugging me ever since.



So anyone wishing to correct this must do it at the first stage, as it is impossible after the fuselage is



joined. I hope this is a good warning to everyone.

Thank you for a great magazine, looking forward to more of the same.

George Coote
Address supplied

Send Your Letters To...

Please send your comments, questions and tips and techniques to the editorial address, clearly marked 'Readers' Letters'.

Readers' Letters

The views expressed in this column are not necessarily those of the Group Editor or publisher. Readers' address details must be supplied but we will only publish them if the letter is considered to be a request for assistance or further correspondence from the readership.

readers' classified

FOR SALE

Great number of kits, accessories and decals for sale (all subjects & scales). Stamped SAE for list to Editor at PO Box 426, Bedford, MK43 0WF or email SAMed@compuserve.com

Kit and decal collection. Many rare and discontinued items. Mostly 1/48 scale naval aircraft. Sensibly priced. For list e-mail two.freds@btinternet.com or large SAE to 14 Kerry Close, Fleet, Hants GU51 2UF

Aircraft kits, decals and accessories, including Fujimi, Hasegawa, Monogram and Esca Phantoms, Hasegawa Jaguars, Esca Super Sabres, Hasegawa Tornados and Airfix Buccaneers, plus some others. Lists jteenan@easy.net.co.uk

Sixty miniature diecast metal 'Aircraft of the Aces' series, scale 1/63rd to 1/300th, Fokker Triplane to B-52. Offers Phone 01923 266965.

1/48th Monogram F-105D with Paragon open gun bay and Falcon vac-form nose to convert to B model £18, 1/48th resin F-100F conversion by Maintrack Models £7, Falcon vac-form F-4H conversion for Hasegawa Phantom £5, 1/72nd scale collection of century series aircraft (inc. Monogram F-105s). Ring for list, set of Detail and Scale books on Century Series £8.50 each. Numerous decal sheets and books all on century series aircraft, ring for list. Contact Bob on 01670 3604650.

Collection of unmade plastic model aircraft kits. Most makes and scales. Phone 01159 398376 for full lists.

Collection of unmade kits for sale Stamped SAE for lists to: Mr J Collier, 23 Stonehill Close, Ranskill, Retford, Notts. DN22 8NG

WANTED

Drivers and operating instructions for ALPS printers models MD-2010 and MD 4000. Also 1/72nd veteran or vintage car models for dioramas of early aircraft. Contact Graham Bell; email dinger.bb@tiscali.co.uk or Tel: 01706 824449/01799 531398 (eves).

A set of undercarriage for Tamiya 1/48th scale Beaufighter. Also a 1/72nd Paragon Lincoln conversion required completing a collection of No.192 Squadron aircraft. Reasonable prices paid. Contact Bob on 01670 360450.

Has anyone got the 1/48th BAe Hawk T Mk 1a '74 Sqd Black Hawk Scheme' (SAMI April 2002) from Mike Grant decals for sale. If so please ring 0117 9541666 or email alan@stickler108.freemove.co.uk

Hasegawa EP-3E Orion (#00167) complete and unbuild. Also does anyone have ejection seats for an F-18 Hornets in 1/48th scale from Hasegawa. All costs covered. Please contact Dave Jeeves on 01702 219983.

Alouette III 1/48th, Piper Colt any scale, Auster any scale, Browning machine-gun Cal. 50 in 1/48th. Contact + 351 96 274 6354 or villataormina@hotmail.com

Still looking for Luftwaffe Classic Vol.1 JV-44 Galland Circus and Vol.2 Hs 129 Panzerjäger. Contact Andreas Twrdy (Twrdy@t-online.de)

Microscale 72-120: US Navy Helicopters, Airfix D 4023 McDonnell F2H-2 Banshee. Contact Klaus Lehmann, No 5 Messelstrasse, 14195 Berlin, Germany.

Paragon Designs #72050, Avro Manchester conversion in 1/72nd scale and Final Touch #FTC010 Avro York (complete fuselage and canopy) in 1/72nd. If anyone has either of these sets for sale I would be happy to pay a reasonable price for them. Alternatively if you know of a company who still has stock or one or other of the sets I would be very grateful if you would contact Bill on 01454 329512.

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HELP

Seeking alternative colour schemes and/or illustrations for D.H.88 Comet Racer (Airfix 1/72) and availability of suitable decals. John McCulloch, 39 Viking Crescent, Houston, PA6 7LQ. Tel: 01505 612190.

Looking for plans of Canberra B Mk 20 and information on RAAF Canberras colour and markings in Vietnam. Piotr Choma, Skłodowskiej 18/10, 20-029 Lublin, Poland.

PEN PALS

Russian aircraft modeller wants contacts for exchange of kits, 1/72nd & 1/48th, books, decals, accessories etc. Contact Evgeny Bobkov, Novaya Zarya 17-11, 630110 Novosibirsk, Russia.

I am seeking to correspond with modellers from the UK and all over the world. I build 1/48th scale. Please write to P Liddane, 3102 Kingsbridge Ave, Bronx, NY 10463. USA.

Please Note... Submissions to the Readers' Classified section will be accepted in either typed or hand-written formats. Please note that the latter must be clear and in capital letters. We must insist on this, as a number of problems have arisen due to unclear handwriting in previous advertisement submissions.

If you would like to attract more members to your club just write or fax the details to the editorial address so they can be added to this section, free of charge.

AAM/IPMS PORTUGAL. Please contact Antonio Neves Santos - R. Prof. Camilo Oliveira, 86A - 4420 GONDOMAR or Tel: 02 4540525.

THE ABERDEEN MODELLERS SOCIETY. Contact David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.

ABINGDON IPMS. For information contact Simon Fisher Tel: 01993 774034 (not after 9pm).

AIRFIX COLLECTOR'S CLUB. For more information contact Jeremy Brook, 29 Elley Green, Newton, Corsham, Wiltshire. SN13 9TX.

AERO SPACE & VEHICLE Club Wombourne, Nr Wolverhampton. For details contact J. Van-Leerzem on 01384 278600.

IPMS Avon. Contact Andy Hills (01454 618085) or Phil Evans (01454 852133).

THE ASSOCIATION OF LONDON MODELLERS (inc. IPMS London). Meet between 7-9.30pm on the last Wednesday of the month in the Camera Club, St. Brides Institute, Bride Lane, EC4. Contact Brian Lay 07813 908 938 or email BRIAN@asofmod.freeserve.co.uk

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION PO Box 51, Strathfield NSW 2135, Australia. Web site WWW.apma.org.au. Meet at Ryde City Bowling Club Auditorium, Blackland Road, Ryde. Contact: Tel: (02) 98083215 email: sljenkins@apma.org.au

AVRO LANCASHIRE IPMS. Contact Ian, D. Southwood on 01706 224 798 or Email: ianD@KSouthwood.freeserve.co.uk

IPMS AVON meets at the Rotunda Club (Avon Suite) on the third Wednesday of the month at 20.00hrs. For more details contact Phil, Tel/Fax: 01454 850119, Email: ipmsavon@aol.com

BIRMINGHAM IPMS. For more details call 0121 550 0515.

BAY MODELLERS CLUB, Bay of Plenty, New Zealand. Contact Peter Cook on (NZ) 07-575-6517 or Email FI-SH@extra.co.nz

BANBURY SCALE MODEL CLUB. Contact Reg Gray on 01295 264875.

BARNET IPMS. Contact Pete Stern (Secretary) on 020 8449 7854.

UMS (UNIVERSITY MODELLING SOCIETY) BIRMINGHAM meets every Thursday at Centre 13 Community Centre, School Road, Moseley, Birmingham.

BRAMPTON SCALE MODEL CLUB (incorporating IPMS Brampton). Contact, Sam Bratby, 39 Emme Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.

I.P.M.S. BOLTON. For more details contact David Swift on 01204 695375 or Ray Ashworth on 01204 669770 or e-mail the club at: ipms.bolton@btopenworld.com

BRIDLINGTON & WOLDS SCALE MODEL CLUB meets at the Parade Public House, Bridlington on the second Monday of each month. For more information contact Kevin Dolman 01377 255594 or Malcolm K. Stockhill 01262 677394

IPMS (CANADA) LONDON. Contact Kerry Traynor on 1-519-453-4818.

IPMS CAPE PENINSULA (SOUTH AFRICA). Cape Scale Modellers Club. Contact Marc Cilliers Tel: 021 671 5595 or 083 444 9471.

CHELMSFORD MODEL CLUB. Harway House, Rectory Lane, Chelmsford. Contact Michael Tel: (01245) 611548.

CHAPITRE REAL COTE (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 659 5241 Email: jmarcp@megaweb.ca

CHILTERN SCALE MODEL CLUB. (incorporating IPMS Chiltern) meet first Wed. of every month at Shefford Memorial Hall. New members welcome. Contact John Chapman 01234 317763

THE CLACTON BRANCH of the IPMS. Contact Peter Terry on 01255 428653.

IPMS CLEVELAND. Contact Mike Burns on 01642 592357 or Gary Stevenson on 01642 450589.

IPMS TYNESIDE meets at St. John's Church Hall, Newcastle-upon-Tyne the 1st & 3rd Monday of each month. Contact Rob Sullivan Tel: 01207 561971.

COVENTRY AND WARWICKS IPMS. For more details contact Carl Lewis, Midland Air Museum, Rowley Road, Coventry Airport, Baginbun, CV8 3AZ.

CORNISH SCALE MODELLER'S SOCIETY. For more details contact Tim Rowley (Chairman): 45 Bodriggy St. Hayle, TR27 4ND Tel: 01736 757945 or Alan Jennings (Secretary) 5 Collygrye Parc, Goldsithney, TR20 9LY. Tel: 01736 710033.

DERBY CITY MODEL CLUB. Contact Gavin (10am to 6pm Saturdays) on 01332 757873 (Tel/Fax) or Julian (evenings) on 01332 514193.

IPMS DERBY & DISTRICT. New branch secretary: Nick Allen, 8 Oakwood Close, Stenson Fields, Derby, DE24 3ET

IPMS-Deutschland e.V. Contact: Günther Lindow, Bergengrünstrasse 5-7, 14129 Berlin, Germany. Email: Volker.Helms@t-online.de

EAST KENT MODEL CLUB meets in Ramsgate. For details contact Stu Davies on 01843 867404.

EAST MIDLANDS MODEL CLUB. Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).

EAST NEUK MODELLING CLUB For more information contact Brian on 01334 655131 or Dave on 01334 652439.

EAST RIDING SCALE MODEL ASSOCIATION meets every second Monday in the month at Beverley. Anyone interested should contact either: Richard Alsop 01482 711300 or Tony Bolder 01482 566008

IPMS ESSEX/HARLOW. For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.

ESSEX SCALE MODEL SOCIETY For more information contact Dave on (01245) 604552.

EASTERN SUBURBS SCALE MODEL CLUB (ESSMC). Box Hill, Vic, Australia. For more details contact Pete McKinnon, 61-1-3 9725 5480 or write to: 33 Clegg Ave, Croydon, Vic 3136, Australia.

"FAMAS" (PRONOUNCED "FAMOUS") journal of the Frog & Airfix Model Aircraft Society. Contact: FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk, NR27 0BX.

IPMS FENLAND/SPALDING MODEL GROUP. Contact Mr B. Pickering 01775 710465.

GLASGOW IPMS. Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.

GLOUCESTER IPMS. Contact Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester, GL7 1BJ. Tel: 01285 659254.

GRANTHAM MODEL CLUB. Contact John Tinkler on 01476 870816 or Craig Gardiner on 01476 401483.

IPMS GREECE (CORFU BRANCH) Contact 0030 661 41506 or Fax 0030 661 41174.

GUERNSEY PLASTIC MODELLERS GROUP. Contact Dave Nash, 7 Pierre Perce Villa, Prince Albert Road, St Peter Port, Guernsey, GY1 1EZ. Tel: 01481 728186.

THE HARROW MODELLING SOCIETY. Contact Roger on 020 89976051 for more details or visit www.harrowmodellingsociety.co.uk

HOBBY DEPOT MODELER CLUB. Contact M. Fuller, 1524 Est Summer St., Hartford, WI 53027, USA.

IPMS HORNCHURCH. New Club Secretary: Dave Ryan, 36 The Lintons, Linton Road, Barking, Essex. IG11 5HS. Tel: 020 8594 4670.

ISCA SCALE PLASTIC MODEL CLUB - East Devon. Contact Mr K. Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.



IPMS KENT. For full details please contact Ken Withey, 8 Belmont Road, London, SE25 4QF Tel: 0208 654 8531 Email: kenwithey@btinternet.com.

IPMS KINGSTON (CANADA). Contact Tony on 389 4878.

IPMS PROVINCES OF FRANCE. The URL for IPMS Provinces of France changed to <http://www.multimania.com/ipmspdf/index.htm>

IPMS SOUTH AFRICA. For further details contact Colin Burgess on 011 462 3549 or Email albertn@global.co.za or visit our Web site at www.kimberley.co.za/ipmssa.

IPMS SOUTH EAST LONDON please ring Paul Brack on 020 8650 6504 or Alan Partington on 020 8697 6929.

IPMS SOUTHAMPTON. For more details contact Nigel Robins on 02380 582808.

IPMS STE HELENE (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 656 7243.

IPMS TORONTO (CANADA). Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario, M4N 2L3, Canada.

IPMS WESSEX. For more details contact Karen Robins on 02380 582808.

WEST MIDDLESEX Scale Model Club. For more information contact Don Sharpe on 01932 788548 or Tony Horton on 0208 3843840.

IPMS YU-YOJODINA (Yugoslavia). Contact Nenad Miklusev, Bulevar Veljka Vlahovica 56/10, 23000 Zrenjanin, Yugoslavia. Email: modelart@ptt.yu

JUNIOR MODEL CLUB. Midland Air Museum, Baginton, Coventry. For more information contact Dianne James. Tel: 024 76301033

KEMPSTON & DISTRICT SCALE MODELLING CLUB. Meet twice a month on alternate Tuesday evenings at Southfield Community Centre, Kempston, Beds at 7pm. All welcome, irrespective of skill levels. Contact Tony Issott on 01234 852780

KINGS'S LYNN SCALE MODEL CLUB dealing with all aspects of modelling. We meet on the second Wednesday of the month in the 'Workers Club' in King's Lynn at 19.30. For more information ring Mike Condra 01553 827126 or David Crump 01553 673744.

LINCOLN MODEL CLUB (IPMS Lincoln). For more information, contact Ian Crawford on 01522 533380.

KAIMAI BRANCH IPMS (NZ). Contact Peter Cook at bmc-ipmsnz@xtra.co.nz or Tel: 07 5756 517

KEIGHLEY PLASTIC MODEL SOCIETY contact John on (01535) 665722.

LEEDS IPMS. Meets 2nd Friday each month at Netherton Working Mens Club, Netherton Lane, Netherton, Wakefield. Contact Mike Robson on 01484 350612. michael.robson@ntlworld.com

LOTHIAN MODELLERS CLUB and Edinburgh IPMS. For details contact Ian Hanratty on 0131 665 4087.

MARITZBURG MODELLERS CLUB. South Africa. Contact Andy Williams 0331-961-850 or Alan Farre 0332 306446.

MANCHESTER IPMS Contact Karen Cunliffe on 0161 343 5475 or Bernard Chadwick 01942 675277 for discussions or further details.

MEDWAY MODELLING CLUB. Gillingham, Kent. Contact Harry Greenwood 01634 829531 (daytime) or Bill Clark 01795 426686 (after 7pm).

MERCIA SCALE MODELLERS (incorporating IPMS Mercia). For more information contact Simon Mepstead, 7 Pembroke Way, Nuneaton, Warks. Tel: 02476 745551.

MERSEYSIDE SCALE MODEL CLUB (IPMS) meet first Tuesday of the month at the Royal British Legion, Crosby Road North, Waterloo, L22 0LG.

MILDENHALL PLASTIC MODEL CLUB. For information contact Peter on 01638 742354.

MILTON KEYNES MODEL CLUB. Contact Phil Smith on 01908 505988.

MODELLSPORTCLUB HANS GRADE Berlin, c/o Mr. B. Schurak, Lindenstr. 8, D-15831 Wassmannsdorf, Germany. Visit www.msc-hansgrade-berlin.de or e-mail SSchurak@aol.com

ALLROUND MODELLING Society Eeklo. The Modelbouw Eeklo website has changed from www.ping.be/modellbouw-eeklo to <http://users.compagnet.be/modellbouw.eeklo>.

IPMS NENE VALLEY. For more details contact Dan Richards on 01733 572898.

NORTH NORFOLK MODEL GROUP. For more information contact P. Pegg on 07760 433734.

NORFOLK SCALE AIRCRAFT MODEL GROUP. For information call John Turner on 01603 890595.

NORTH ESSEX MODELLERS. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for details.

NORTH SOMERSET MODELLERS SOCIETY. For more information ring Fred Tooke on (01934) 416798.

NORTH STAFFS MODEL CLUB. Contact Stefan on 01782 618181 or Phil on 01782 544612 for details.

NORWICH SCALE MODEL GROUP. For more information please contact John Turner on 01603 890595.

NOTTINGHAM AND DISTRICT IPMS. Contact James Downham, 17 Quantock Close, Nottingham, NG5 9QA or Tel: 0115 2696799

'ON THE ROAD' MODELLING CLUB from Brugge (Belgium) for all civil vehicle modellers. For more information please contact Peter D'Hollander village.uu.net.be or Tel: 053/77.47.18.

I.P.M.S. GREATER PETERBOROUGH MODEL CLUB For more details contact Keith Boucher. Tel: 01733 242683

THE PENNETT MODEL MAKERS SOCIETY. For more details contact John Boucker on 01384 834437.

PLYMOUTH SCALE MODEL ASSOCIATION. Contact Roger Haskell on 01752 267527 after 6pm.

PMC KOELN E.V., Germany. For more information contact Michael Winkler, Mertener Str.6, D-50321 Bruehl, Germany or Email: nc-winkler@netcologne.de

POOLE SCALE MODELLERS Contact Malcolm on 01202 694037.

POOLE VIKINGS MODEL CLUB (Incorporating Dorset IPMS). For more details contact Paul Moores on 01202 483932.

ROBERTSBRIDGE AVIATION SOCIETY MODEL Club. Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel: 01892 520856

ROMSEY MODELLERS meet third Thursday of the month at the The Red Cross Hall, Great Well Drive, Romsey. For further information contact Les Cooper, 28 The Tyleshades, Romsey. S051 5RJ. Tel: 01794 522968.

SALISBURY IPMS. Please contact: Peter James, 'Lithlorien', 18 Ilyton Avenue, Firsdown, Salisbury, Wilts, SP5 1SH. Tel: 01980 862403.

SHROPSHIRE SCALE MODELLERS (IPMS Telford). Contact Gary Stevens, 8 Whitmore Road, Shrewsbury. SY1 3BT.

THE SILICON VALLEY SCALE MODELLERS meet at the Los Altos Public Library, Los Altos, California on the third Friday of every month. For more details contact Chris Bucholtz on (408) 723 3995 or Email bucholtz@aol.com.

IPMS SOUTH EAST ESSEX/SOUTHEND- ON-SEA. Contact Simon Oliver on 01702 614831 (after 7pm) or John Drummond 01702 205494 (after 7pm).

SOUTH CHESHIRE M.M.C. (Crewe). Meet every other Wednesday at the Crosville Social Club in Crewe. For more details contact Phil Podmore, Tel: 01270 256 880.

SOUTH LONDON SCALE MODEL CLUB. For details and an information sheet, please ring Steve Hubbard on 020 8514-3840 or 0860 228194.

SOUTH SHORE IPMS, Pembroke, MA (USA). For more details contact Bob Burnside Tel: 617 659 4883.

IPMS SPAIN (Amigos Modelistas Placentinos), Apdo. de Correos 287, 10600 Plasencia, Spain. Contact Julian Herrero Email: mig21@retemail.es.

ST. EDMUNDSBURY SCALE MODELLERS. Contact Rod Jones (Secretary) on 01284 - 766104.

STAFFORD IPMS MODEL CLUB. For information contact; Terry Campion, 3 Leedhams Croft, Walton-on-Trent, Swadlincote, Derbyshire. DE12. Tel: 01283 713602.

STIRLING & DISTRICT MODELLERS SOCIETY SAE for programme to W.Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428.

SUNDERLAND SCALE MODEL CLUB meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.

SUSSEX MODEL GROUP. For information please contact 01403 782638.

NORTH SURREY MILITARY MODELLING GROUP for more information contact Keith Goldsworthy on 020 887327886 or Kevin Jarrett on 020 83938534. Alternatively you can Email the club at nsmmc@cwcom.net

SUTTON COLDFIELD MODEL MAKERS' SOCIETY For more information contact Robert Day, 'Ashgrove', Didgley Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.

SWANSEA MILITARY MODELLING SOCIETY. Held in Morriston, Swansea on the second Wednesday of each month. Contact Keith Ryder (Branch Secretary) on 01792 815710 or Email keith_ryder@hotmail.com

TAYSIDE MODELLING SOCIETY. Details from Keith Herd, 38 Ashgrove, Perth. Tel: 01738 629555 (Sorry no under 16's).

IPMS/USA SUPERGLUERS OF SAN ANTONIO, TEXAS, USA. For more information contact Thunderbolt Hobbies (Tel: [210] 736 0768) and ask for Bob Kelly, Ian Hemmings or Skippy Harris.

THE OKLAHOMA HISTORICAL MODELLERS SOCIETY. For more information contact David Kimbrell at ivandak@aol.com or Rick Jackson at rjackson@socket.net.

THURROCK SCALE MODEL CLUB. For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.

THAMES VALLEY SCALE MODELS CLUB. For further details please contact Keith Sherwood on 01494 533778.

WALLINGFORD (IPMS). For more details contact Club Secretary Phil Golding on 01491 201827 or George Clark on 01491 201902.

WARRINGTON (IPMS). For details contact Dave Foxall on 01925 825619.

WATFORD MODEL CLUB. For more info. contact Nigel Foster on 01525 384875.

WEST BERKS SCALE MODEL CLUB. Contact Adrian on 01635 49524 evenings before 9pm or write to: 14 Oakley Rd, Shaw, Newbury, Berks, RG14 2PD.

WEST MIDDLESEX IPMS. Contact Les Clancy on 01784 465191 or Tony Horten on 020 8384 3840 for details.

WEST RIDING IPMS. For more information contact the Club Secretary, Chris Norfolk on 0113 2176325 or Email: cnorfolk@cwctv.net.

YORK & DISTRICT PLASTIC MODELS SOCIETY. Contact Chris on 01430 873408 or Joel on 01904 766895.

New Model Clubs Forming

SIGPMA A NEW SIG for all those interested in Portuguese Military Aviation. Contact: P.O. Box 52054, 4202 - 801 Porto, Portugal. Email: ruidom@mail.telepac.pt

YU AVIATION SIG. Please note that this group's Email address has changed from modelart@ptt.yu to yasig@eunet.yu. The group also has a new postal address; Nenad Miklusev, Novosadskog Sajma 16/301, 21000 Novi Sad, Yugoslavia.

YUGOSLAV AVIATION SIG discussion board at <http://disc.server.com/58276.html>.

I AM CURRENTLY TRYING TO REVIVE the 1/144th scale military aircraft SIG. If anyone is interested in joining please contact David Campbell, Faircroft, 3 High Street, Stanwick, Northants. NN9 6QA or Email David.Campbell@tesco.net.

Special Interest Groups (SIGs)

AXIS EAGLES - World War II Axis Aircraft Special Interest Group meets bimonthly at Ashburton Library, 154 High Street, Ashburton, Victoria, Australia. For more info. contact axiseagles@ozemail.com.au or jjbaxter@techinfo.com.au

IPMS GULF WAR SIG. For more details contact Gary Madgwick, Brook Barn, Letcombe Regis, Wantage, Oxon, OX12 9JD. Tel: 01235 769746. Email: gary.madgwick@dia.appleinter.net.

THE ANZAC SIG is forming covering Australian, New Zealand, Canadian, UK and Commonwealth Military subjects post 1960. For more information contact Gary Madgwick, The Aviation Workshop, Brook Barn, Letcombe Regis, Wantage, Oxon, OX12 9JD. Tel: 01235 769746.

The IPMS Racing & Record Aircraft SIG. For more information about the SIG and our quarterly newsletter ('Bent Throttles') contact Anders Brunn, Bradstupsvagen 21, SE-129 39 Hagersten, Sweden. Email: anders.brunn@telia.com.

WORLD WAR ONE SIG has a new website at <http://www.users.globalnet.co.uk/~ipmsuk/wingswires.htm>

WORLD HELICOPTER SIG. Contact Geoff Arnold, 44 Rowan Road, Market Drayton, Shropshire. Email: geoffrey.a-hell-sig@whsmthnet.co.uk

WINGS 'N' WIRES. IPMS World War I Aircraft SIG. Contact Joel Christy, 35 North Lane, Haxby, York. YO32 3JS

IPMS UK Fleet Air Arm Special Interest Group. For more details contact Steve Hubbard on 020 8220 3638. email: faasig@msn.com

IPMS (UK) WEB site at <http://www.users.globalnet.co.uk/~ipmsuk>. Contact Sue Allen, 8 Oakwood Close, Stenson Fields, Derby. DE 24 3ET. E-Mail sue@ipmsuk.globalnet.co.uk.

8TH USAF IN WWII SIG being started. Please contact either Mr L Wells, 17 Helford Drive, Broadlands Park, Paignton, South Devon. TQ4 7NL. Tel: 01803 844977, email: wellyz_2002@yahoo.com, or Mr R Gray, 92 Prospect Avenue, Pye Nest, Halifax, West Yorkshire. HX2 7HP, email: trebor@yarg1861.freemove.co.uk for more information.

events diary

February 9th

'Yorkshire 2003' at Huddersfield Sports Centre hosted by IPMS Leeds. 10am to 5pm. Contact Mike Robson 01484 350612 or email: michael.robson@ntlworld.com

February 14-16th

Modelworld at the Brighton Centre. Hosted by Sussex Railway Modellers Open 10am to 5.30pm. Full details on www.brightonmodelworld.com

February 22nd

Fleet Air Arm Museum Model Show, Yeovilton, Ilchester, Somerset. For details of the show contact The Marketing Department on 01935 842619 or 842614 or email: enquiries@fleetairarm.com

February 23rd

Chiltern Scale Model Club Show, Stratton Upper School, Biggleswade, Bedfordshire.

February 31st & March 1st

Model Expo 2003 hosted by IPMS Atlanta and IPMS Northmen at Meadow Creek High School, 4455 Steve Reynolds Boulevard, N. W., Norcross, Georgia 30093, USA. Contact Paul Catcher 678-513-0083 or email: Bootcher@mindspring.com

March 8th

East of England Model Show at Peterborough Town Hall. 10am to 4pm. Admission is free.

March 8th-10th

Model Expo 2003 and the Australian Open Plastic and Scale Modelling Championships will be held in the Exhibition Centre Hall 1, Plummer Avenue, Royal Melbourne Showgrounds, Epsom Road, Ascot Vale, Victoria. For details write to Model Expo 2003, c/- IPMS Australia Inc., GPO Box 1187, Melbourne 3001 Australia, or telephone Graeme Dodd (03) 9808 0341 or lan Vale (03) 9873 4256 or e-mail: lanVale@bigpond.com

March 9th

North Somerset Model Show at Somerset Hall, Portseahead. 10am to 5pm. Contact Simon Parks-Lockett on 01934 628565.

March 15th

Mosquitocon 2003 model contest and flea market at Wayne Pal (Police Athletic League), PAL Road (off Route 23). 9am to 4pm For details send sse to Mr W. Connolly, 3 Timkak Lane, Pennington, New Jersey, 08534 609-737-8596. www.njipms.org

March 15th & 16th

Southern Expo 2003 at the Hornchurch Sport Centre, Harrow Lodge Park, Hornchurch, Essex. 10am to 5pm. For details contact W. Arrowsmith on 01708 473038. email: southernexpo@yahoo.co.uk

March 22nd

Flanders' Modelling Festival 2003 at Don Bosco Technical Institute, Salesianenlaan 1, B-2660 Hoboken (Antwerp). For details please contact Rudy Binnemans, IPMS-Belgium-Antwerpen, Te Couwelaan 103/21, B-2100 Deurne. Tel/Fax (00) 32 3 324 22 04. Info and registrations: <http://www.ipmsantwerpen.be>

March 23rd

Model Show of the Potteries at Meir Community Centre, Pickford Place, Meir, Stoke-on-Trent. 10am to 4pm. For further information contact Mr A. Ewart on 01782 388892 or Mr M. Copestake on 01782 392353.

March 23rd

The National Museum of Military Miniatures 1st Annual Fundraiser and Model Show. Held at the Wareham Elks Hall, Wareham, Massachusetts. 9am to 4pm. Vendor info, contact Paul Boyle, 67 Old Coach Road, Braintree, MA 02184 (617) 675-0769. Show info: Bill Grigg, 71 Lewiston St, Brockton, MA (508) 583-0924 between 9am and 9pm or email BJGUSCG@aol.com

March 29th

Aeromodel at Shoreham Airport, West Sussex. Gates open at 10.00am. Contact 01424 440644 or email: aeromodelsuk@andysaunders.freeerve.co.uk

April 5th

Poole Vikings Model Club (IPMS Dorset) Annual Model Show at Poole Grammar School, Gravel Hill, Poole, Dorset

between 10.00 am and 4.30 pm, Admission Adults £2.00, Children and Senior Citizens £1.00 and Family tickets £4.00, Free Car Parking. For further information contact Andy Sweet on Bourneham (01202) 743494. Or email: poole.vikings@virgin.net

April 5th

19th Annual Open Invitational, IPMS region 4 USA at C.K. Newsome Community Center, 100 E Walnut St, Evansville IN 47711 USA. 8am to 5pm CST. For contest or vendor info contact: Don Blain, 4839 Cambridge Dr, Owensboro Ky 42303. Tel: 270-684-6304 or Brian Veach, 514 E 9th St, Owensboro, Ky 42303. Tel: 270-684-9499 or email: CarlModeler@aol.com or jtmichi@hotmail.com

April 6th

The Shropshire Model Show. 10am to 4pm in all three hangars at The Royal Air Force Museum Cosford. Contact: The Royal Air Force Museum Cosford, Cosford, Shifnal, Shropshire, TF11 8UP. Tel: 01902 376200.

April 13th

Gatwick Aviation Society Aircraft Enthusiasts Fair. 11am Crawley Leisure Centre, Haskeet Avenue, Crawley, West Sussex.

April 19th

Plymouth Expo 2003 at the Plymouth Guild Hall. Contact Alan Edhouse. Tel: 01752 262340 or email: Alan.Edhouse@skynew.net

April 25-26

Region Four Convention sponsored by IPMS/Roscoe Turner, Indianapolis, Indiana. Four Points Sheraton 7701 E. 42nd St. (I-465 @ SR 67/Pendleton Pk). Contact Ken Kindler, 7763 Prairie View Ln, Indianapolis, IN 46256 (317) 570-1796 Email: kindler3@comcast.net

May 10th

Heathrow Aircraft Enthusiasts' Fair at Feltham Community College, Browells Lane, Feltham, Middlesex. Enquiries to Keith Manning Epsom 01372 725063 (Eves) or email: keithmanning01@o2.co.uk

May 11th

The 3rd IPMS Gloucester Model Show at the Churchdown Community Centre, Parton Road, Nr Staverton Airport. 9.30am to 5pm. Contact J. Brown, 123 Pheasant Way, Beeches Park, Cirencester, Gloucestershire. Tel: 01285 659254 (after 7.30pm). Email: jeffreyarthur@aol.com

May 17th

IPMS/Gamecocks & Mid-Carolina/IPMS Joint Contest, Lexington, SC, USA. For more information contact: Paul Lovell, 3120 Georgia St., Dalzell, SC 29040 USA, 803-469-0734, dogfighter@fci.net



May 18th

Midland Model Expo 2003 at Leasowes Leisure Centre, Kent Rd, Quinton, Halesowen Nr Birmingham. For info, contact D. Jeffrey (0121 550 7184) or Craig Greville (0121 360 4905).

May 24th

Squadron Scalefest 2003 hosted by IPMS North Central Texas at the Exhibit Hall at Mesquite Rodeo Center, 1818 Rodeo Drive, Mesquite, Texas. Send SASE to Squadron Scalefest '99, PO Box 871416, Mesquite, Texas 75187-1416.

May 24th

Torbay 2003 Model Show & Competition. Held at Torquay Town Hall, Torquay South Devon, doors open to the public at 10am. For details of availability for space please contact Les Wells on (01803) 844977 (after 7pm please) or e-mail on: wellzy_2002@yahoo.com

May 24th-26th

Overlord 2003, Five Heads Road, Hordean, Nr Portsmouth. Full arena programme, bar and evening entertainment. Entry and support cars free, no caravan/motorhome restrictions. Chris Pearce (Vehicles) 01489 572582 Richard Notton (Stalls & General) 01329 832616 / 07939 136149 / 023 92781888. Fax: 023 9278 7588 e-mail: Richard@fv623.demon.co.uk Forms on the web for exhibitors and traders: <http://www.solentmvt.co.uk>

August 17th

Redhill Airport Fly-In and Aeronautical Collectors Fair. 10am Redhill Airport, Surrey. For Info phone/fax 01737 822200

August 17th

Aeronautical Collectors Fair, 10 am, Redhill Airport, Surrey. For info, call 01737 822200.

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

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Vol 5 : 12



Vol 6 : 1



Vol 6 : 3



Vol 6 : 7



Vol 6 : 8



Vol 6 : 9



Vol 6 : 10



Vol 6 : 11



Vol 6 : 12



Vol 7 : 1



Vol 7 : 3



Vol 7 : 4



Vol 7 : 5



Vol 7 : 7



Vol 7 : 10



Vol 7 : 11



Vol 7 : 12



Vol 8 : 3



Vol 8 : 4



Vol 8 : 5



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Advertisers' Index

Aeroclub Models	169
Aircraft in Miniature	159
Aires Hobby Models	131
Airshow Models	169
Amerang	115
Andy Pack Models	159
Aviation Hobbyshop	121
Aviation Workshop	147
Braz Models	169
CMK	147
Collectaire	169
Comet Miniatures	159
Copperstate Models	169
EagleStrike Productions	127
Eduard MA	111
Fantasy Printshop	159
Halifax Modellers World	159
HG Hannant	135
High Planes	169
Kingkit	159
Kit Krazy	147
LSA Models	121
Matador Models	159
MPM	135
MegaHobby.com	169
Microbrush Products	137
Misterkit	135
Model Design Construction	159
Modellers Paradise	147
Monarch Lines	159
Motor Books	131
MR & ME's World of Models	119
Pacific Coast Models	119
Plastic Past-Times	147
Pocketbond	123
Roll Models	135
SAM Publications	
- SAMI Back Issues	199
- SAMI Subscriptions	197
- SAMI Club	190
- Eagles Wings	183
- Modellers Datafile Series	191
- Model Aircraft Monthly Subs	192
- Scale Models Subscriptions	192
- Scale Auto Modeller Back Issues	179
Skyway Model Shop	169
South Cheshire Militaire	169
Squadron MMD	200
Swann-Morton	137
Tauro Models	159
Testors Inc	107
TMA	147
VMD Black Box	102



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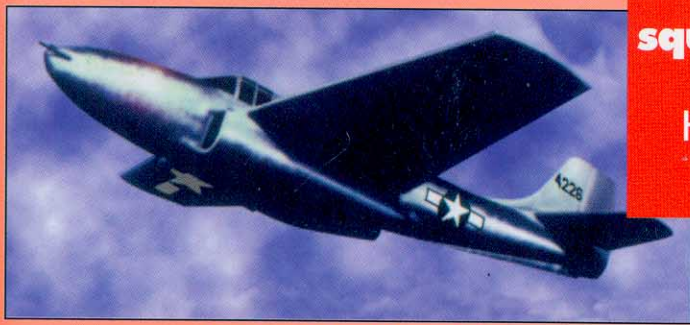
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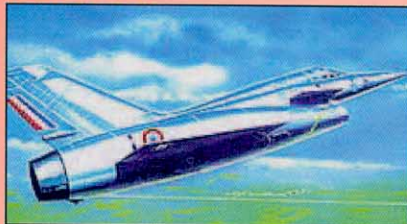
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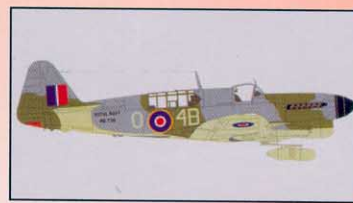
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